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American Railroad Journal.

New York, Friday, July 2, 1880.

Mexican Railroad Projects.

Mexico has but one important line of railroad, and that not a very long one. It extends from Vera Cruz to the capital, a distance of about 150 miles, and was built by English skill and capital, and is owned and operated by the English. Its function is to make of Vera Cruz the chief seaport, as it is the only one connected by rail with the interior, and there are no large navigable rivers. The Mexicans themselves have entertained absurd or extreme prejudices against the Yankees ever since the war which resulted in the conquest of large provinces. British, German and French trade and intercourse have been encouraged. This, together with the papal religion, and the consequent dense ignorance, with the inbred tendency to revolt, have made Mexico one of the most backward of countries, and a most unpromising theater for the employment of capital.

Mexico has very rich mines in Chibmaba, Sonora and Coahuila, but life and property are not safe, and they lie comparatively neglected. Beside this, Vera Cruz, as an entrance, is seldom free from yellow fever, and all other routes involve long journeys, over dry country, by animal power. Quite recently the railroad

system of the United States has been approaching the Mexican frontier, and very soon it will be reached from three or four directions. The Galveston, Houston and San Antonio line, connecting with New Orleans, is now within 150 miles of the Rio Grande at Eagle Pass; the Texas and Pacific it is understood is to be pushed rapidly to Paso del Norte; the Atchison, Topeka and Santa Fe is heading to the same point, and the Southern Pacific of California very nearly touches the outlying parts of Mexico at San Diego, Fort Yuma, and again at Tucson, and is now within about two hundred miles of the same point, El Paso del Norte, on the Rio Grande.

The recent visit of General Grant to Mexico has done much to open that country to American enterprise; and it will be lucky for Mexico if she does not, at the first attempt, fall into the hands of adventurers. Rumor has it that two or three parties are soliciting charters and subsidies from the Mexican Government to build roads to connect her Capital with the United States' system. Such a charter was granted some years ago to a native company; but the work not being performed it was declared forfeited last year. Meanwhile a "Boston party" has organized in Massachusetts who bought the expiring franchise, and by gaining over the Executive, have undertaken to build the first 45 miles of the Mexican Central Railway, within 18 months. This is without the sanction of the Congress, and is at any time liable to be set aside by the courts upon the application of adverse interests. A recent issue of the Mexico *Cosmopolitan* sent us, indicates that proceedings have been begun by another company claiming rights over the same ground.

The Central Company's pretended authority extends as far north as Leon, with the executive permission to extend the road to Laredo and El Paso. It is not probable that any more road will be built under this faulty franchise than just enough to appeal to Congress to ratify the permission. As it is 750 miles from the capital to the nearest of these frontier points, it is not likely the whole road will be built soon on this precarious footing, but soon-

er or later a road on that line will be completed, and thus complete the all rail route from New York or San Francisco to Vera Cruz. It will benefit greatly the commerce of both countries.

Crops and Railroad Traffic of 1880-'81.

It was a little less than a year ago that we published an article based on harvest returns in Europe and America, showing that the result would greatly increase the traffic of our railroads for 1879-'80 and increase their dividend earning power immensely, beside enabling them to pay for an unusual amount of renewal and repairs, necessitated by the past seven years of depreciation of the entire property of most of our roads. Our predictions of that date have been fully verified by the results, for never have the railroads of the United States had a more prosperous year than the past. As we are now near another harvest, it is not too early to take in the general prospects of the harvests and hence of our railroads for the year to come.

It is well known that the two great factors of last year's prosperity for our country were, first, unusually good crops at home, and second, unusually poor ones abroad. The latter was scarcely secondary to the former, as we shall see by the following figures. The deficit in the crops of Europe last year that had to be largely made up by America was 40,000,000 to 50,000,000 bushels in the United Kingdom, and on the entire Continent about 100,000,000 more, making 150,000,000 bushels above their average imports. These countries this year show prospects fully up to the average in Great Britain, France and other Continental countries, excepting portions of Russia and Eastern France. However, with their harvests two to four weeks earlier than last year, to the lateness of which much of the damage was then due, the prospects now are that the whole of this 150,000,000 bushels will be supplied at home. As the great bulk of this was drawn the past year from this country, it follows that our roads will have that much less to carry as compared with last year. Our usual or average exports of wheat are not over 80,000,000

bushels per annum although in 1878-'79 they were 160,000,000 for the same reason, they are unusually large the present crop year, the returns of which will not be made for some months in official form.

Our exports in 1877-'78 were 111,000,000; in 1876-'77, 54,000,000; in 1875-'76, 70,000,000; in 1874-'75, 76,000,000; 1873-'74, 91,000,000 bushels. Hence it will be seen that our above estimate of 80,000,000 for this crop is fair. It is too early to speak of corn, yet as the price of wheat was so high the past year as to stimulate the exports of corn very largely as a substitute for wheat, it will be seen that there must be naturally a large falling off in shipment of corn also. As to other crops it may be said that with few exceptions the crop prospects the world over were never so flattering as to-day. While this will cheapen prices of all and stimulate consumption, which will also be stimulated in some countries by the better condition of the masses, their supplies of other articles will also be drawn more largely from home than last year as well as wheat.

Hence we cannot see how the exports of wheat from this country can be more than about half those of last year. We will be required to make good to a great extent the depleted reserves of stock in European countries, however, which are greater or less according to price. Authorities give 10,000,000 quarters or 80,000,000 as a fair average. Assuming that this has been drawn down, we would have to make this good, were it not that the American wheat syndicate hold here, afloat and abroad many millions of bushels of old crop in excess of former years, by reason of their holding back policy for some four months of this year and until less than two months since, when they began shipping freely on their own account, to fill up foreign markets ahead of new crop. It will therefore follow that these depleted reserves will be partially made up from the old crop to the extent of the excess of this Syndicate wheat, carried over into next crop, beyond what is usual. By so much therefore will these 80,000,000 bushels reserve be made good, probably 30,000,000 bushels. This will leave but 50,000,000 to be exported by the United States above our assumed average of 80,000,000 bushels, or 130,000,000 for 1880-'81, against 160,000,000 in 1878-'79 and a still much larger amount in 1879-'80, yet to be officially returned.

Our trunk lines will therefore have, after making good our share of this reserve of 30,000,000 and Europe's average wants of 80,000,000 bushels from us, 100,000,000 bushels less to bring to the seaboard for shipment this year than last; although at low freights it may be drawn to the seaboard or to Europe for investment until Europe shall want it. The same is true of flour, corn and oats unless the price of corn shall go so low that farmers feed it instead of shipping it and thus still further reduce the grain traffic of the roads which

could not be made up by increased live stock or provisions traffic, as in this concentrate form of meat, corn does not begin to pay the freight it does as grain, which difference the increased traffic in provisions even would not likely make good, as the same influences would prevent Europe taking the excess of our grain crop in the shape of meat that would in the shape of grain. There is no doubt that with lower prices of all and better employment of the masses in Europe, the consumption there will be greater of the better classes of food this year, but it will be correspondingly less of the poorer articles which, to find market must go to such low prices as to stop their shipment, at the same time drag down better articles to a point at which shipment of them also will become unprofitable. As to consumption here, this year it cannot be increased except by immigration and the natural increase of population. One month's earlier harvest in Europe this year will enable her to commence restoring her reserves that much earlier and deprive us of her markets one month earlier also; which will delay the movement of the new crop that much as well as its volume. Added to this about 3,000,000 bushels in excess of last year, are now afloat from the Pacific Coast, which will diminish the amount to be drawn from here on the opening of the new crop still further.

These conditions with the collapse of speculation in all commodities can not give the railroads as much to do in east or west bound freight as last year, although we have still larger crops. Undoubtedly these crops will all be moved in some shape at some time; but to secure it during 1880-'81 the railroads will as undoubtedly have to offer low enough freight rates for an inducement and the dividend earning power of the roads will thus become less than for 1879-'80.

Lake Shore and Michigan Southern Railway.

The Lake Shore and Michigan Southern Railway Company has declared a dividend of four per cent, payable August 2, out of earnings for the six months ended June 30, as reported to the board of directors by the auditor of the company. The estimated result for the six months compared with the reported estimates for the same six months of 1879, are as follows:

	1879.	1880.
Gross earnings.....	\$6,988,482	\$8,988,000
Operating expenses & taxes	4,217,921	4,994,000
Net earnings.....	\$2,720,561	\$3,989,000
Interest, rentals and dividends on guaranteed stock	1,350,060	1,380,000
Balance.....	\$1,370,561	\$2,600,000
The balance of the 6 months of 1880 is appropriated as follows:		
Sinking fund contribution...	\$125,000	
Dividend 4 per cent on stock	1,978,660	
		2,103,660
Surplus.....		\$505,340

It will be seen that the increase in the gross earnings of the past six months over the corre-

sponding six months of the previous year has been \$2,044,518, with an increase in the expenses, etc., of only \$776,079, making the increase in net earnings \$1,268,439; and that the balance after payment of interest, rentals, and dividend on guaranteed stock, show an increase of \$1,238,439.

The statement says that "included in the operating expenses for 1880, in addition to full maintenance of road and repairs and the substitution of steel rails for iron rails, and various improvements in bridges and buildings, is the cost of 750 new freight cars amounting to \$306,900." This being the case it reduces the increase of ordinary expenditures to \$476,000 against an increase in the gross earnings of \$2,044,518, and presents an economy in the operation of railways before unparalleled.

Philadelphia and Reading Companies.

The English papers and London bankers, speaking for the creditors of the Philadelphia and Reading Railroad and Coal and Iron Companies, show much concern as to the character of the settlement which may be determined upon by the receivers and the courts. The circular of Messrs. Douglas & Son, London, of June 8th, is largely devoted to this matter, and in justification of the interest they show says that the depreciation on the securities of the Reading Railroad held in that country must exceed two millions sterling, equal to ten millions of dollars. Messrs. Douglas seem to be anxious mainly to protect the bondholders of the companies, at least to see to it that the stockholders shall bear an equitable proportion of the loss sustained. They assert that the net profits of the railroad have been every year since 1877 more than enough to pay the full interest on all the company's mortgages. They present the facts thus:

Net earnings Railroad, Lanes Coal & Iron.		
1877.....	\$4,373,021	\$755,478
1878.....	3,186,783	752,049
1879.....	4,045,164	699,450
These net profits were enough to pay the full interest on all the railroad mortgages in even bad years. The mortgages outstanding at November, 1879, are stated in last report as follows:		
Small mortgages prior to consolidation.....		
Consolidated mortgage, 1871.....		\$5,573,500
Improvement mortgage, 1873.....		18,616,000
General mortgage, 1874: issued \$19,686,000; pledged \$5,000,000; total		24,686,000
Income mortgage loan, 1876.....		2,218,000
		\$80,457,500
Bonds and mortgages on real estate...		1,846,377

Total mortgage loans.....\$82,303,877
The funded half of six coupons on the general mortgage remains secured by the mortgage, and Messrs. Douglas say, the trustees are bound to hold them for that purpose. This adds about \$1,800,000 to the above mortgage loans. But the surplus net railroad revenue was enough to pay interest on all in full, even in 1879, the worst of the above three bad years. And the profits of the current year are greatly better.

The following are the suggestions of Messrs. Douglas as to a settlement. They may prove of use to the receivers and other parties in interest here in reaching an equitable conclusion. With that view we publish such extracts as bear most directly on the leading points:

"There has never been any serious doubt as to the safety of the consolidated and improvement in-

terests, but that of the general mortgage 1874 cannot be punctually paid in the present confused state of the company's finances. Still its holders have only to foreclose.

"Below these mortgages come more than 12 millions of debenture loans, not secured by mortgages, and some comparatively small loans on navigations and canals controlled by the company.

"The shareholders under foreclosure would pay a large assessment, and could profitably do so.

"A gentleman who is influential and exceptionally well informed as to American railroads proposes to assess the shares \$15 each, which would produce ten millions of dollars, clear off the floating debt, and open a good prospect for the shares. In exchange for the assessment he would give the shareholders a marketable security over the mass of bonds and shares held by the company. This is a sensible proposal. If needful the unsecured bondholders could also be assessed, and would pay rather than be cut off. They need not pay much. And their payment would greatly and quickly improve their own securities. In the reconstruction they would, as is usual in such cases, be received according to their priorities, but not as creditors. Meanwhile all these parties have interests opposed to those of the mortgagees and of each other.

"Foreclosure might confer a great incidental benefit on the shareholders. There are grave doubts, very frequently expressed, whether the shareholders are not at present liable personally for all debts. But under foreclosure the present company disappears, and the reorganized shareholders of the new company might be freed from such risks.

"The coal lands were bought at most excessive prices, and, as the parties managing were not thought weak, there is great curiosity as to the reasons for paying so much and as to the persons who profited. If foreclosure were obtained by a committee not mixed up with the past management these matters and some others would of course be inquired into, and there might be discoveries highly important to the shareholders and unsecured bondholders, and even beneficial to the mortgagees.

"The conditions are much more favorable now than in 1877 for reconstructing the company and putting it into a good state. Distrust and disaster were then the rule in America in business and railways; they are now the exception. The condition of the country is immeasurably better. Firmness on the part of the bondholders is the only thing needed. The powerful shareholders will necessarily have to accept their terms.

"Messrs. McCalmont, the great shareholders of this company, announce that they have arranged a committee to protect the bondholders' interests. But are the shareholders—that is the debtors—the proper persons to care for the creditors' interests? It is usual for mortgagees to appoint their own committees and agents. They should do so in this case."

In this connection McCalmont Brothers & Co., give notice in London that they will purchase at par and accrued interest the outstanding Philadelphia and Reading Railroad bonds of the issues of 1843 to 1849, inclusive, which mature July 1. The London Railway News states it is understood in London that "the committee of the bond and shareholders of the Reading Railway Company have requested the receivers to supply certain figures and rates respecting the railway. This arrangement is now being prepared, and will be sent forward as soon as completed. Until official information has been obtained holders will do well to exercise a little patience, and, above all, not be induced to throw away their securities, of the value of which evidence is afforded by the announcement made that Messrs. McCalmont are about to purchase at par, prior to maturity, the 6 per cent mortgage bonds due July 1 next." Bond and

shareholders may rest assured that all their interests will be protected, as far as it is possible to do so, by a committee which will have the benefit of the advice and experience of Lord Cairns."

Michigan Central Railroad.

The gross earnings, operating expenses, net earnings, etc., of the Michigan Central Railroad for the six months ending June 30, 1880, compared with the corresponding six months of the previous year were as follows:

	1879.	1880.
Gross earnings.....	\$3,341,000	\$1,463,000
Operating expenses & taxes.....	2,285,000	2,890,000
Net earnings.....	\$1,106,000	\$1,573,000
Interest, rentals, etc.....	811,200	798,000
Balance.....	\$294,800	\$775,000
The balance for the 6 months of 1880 is appropriated as follows:		
Dividend on the stock four per cent....		749,528
Surplus.....		\$25,472

It will be seen from the above that there has been an increase in gross earnings of \$1,122,000, with an increase in expenses of \$655,000, making the increase in net earnings \$467,000; and that after deducting interest, rentals, etc., the balance shows an increase of \$480,200. Of the \$555,000 increase in the estimate for operating expenses, \$200,000 is due to the payment of \$180,000 for new freight cars, \$50,000 to the substitution of iron for wooden bridges, and \$60,000 to the Jackson accident. So that the increase in ordinary expenditures was only \$365,000.

The Secretary of State of West Virginia has issued a certificate of incorporation to a company to be known as the "New Martinsville, Middlebourne and Pennsboro' Railroad Company." The company is formed for the purpose of constructing and operating a narrow gauge road from Martinsville, via Point Pleasant Valley and Middle Creek, to Middlebourne, in Tyler county, and thence by the most practicable route to Pennsboro, in Ritchie county.

The Attorney General of the State of New York has rendered an opinion in regard to the taxation of telegraph poles and wires. It is in the form of a communication to the assessors of Montgomery county, who had asked for his opinion on the subject. He holds that telegraph poles and wires are taxable as real estate in the towns in which they are situated, and to be assessed in the name of and to the company owning the line, and not as "non-resident."

The aggregate cost of the several bridges that span the Mississippi river, from St. Louis to St. Paul, has been \$20,573,000, ranging from \$120,000 for the bridge at Prairie de Chien to \$11,578,000 for that at St. Louis. The annual tolls upon the merchandise crossing the river upon these bridges is officially stated to amount to \$2,803,725, or nearly 10½ per cent upon the original cost.

The common council of Norfolk, Va., has unanimously passed a resolution expressing the opinion that the Atlantic, Mississippi and Ohio railroad is not now in a bankrupt condition, and protesting against any sale at this time of the road. The fact that the receivers have a large

accrued fund at their disposal is cited to show that they are in a condition to resume payment of interest to the foreign bondholders.

Ohio River Railway.

At a meeting of the directors held at Ironton on the 24th ult., Mr. W. W. Franklin, of Columbus, made a proposition for building the road. He proposes to put the road in first class order and equipment, and have the cars running through from Columbus to Ironton by January 1, 1881, and that work shall begin along the whole line in ten days. The consideration he shall receive is \$400,000 in bonds and \$500,000 stock in the road. This contract was accepted, on condition that certain absent members of the Board acquiesce. As the Franklin company intimated a desire to have two directors of their own selection on the Board, George Willard and John Means promptly resigned, and General Enoch and Captain McGrath were chosen in their stead.

John J. Pinkerton of West Chester, Penn., has been elected Secretary, and H. C. Stewart of Philadelphia Treasurer, of the West Chester and Philadelphia Railroad Company. Extensive improvements are being made along the line of the road. The platforms at all the stations are to be lowered to suit the cars of the Philadelphia, Wilmington and Baltimore style; the double track between the city and Angora, and between Kelleyville and Sworthmore, will be rapidly pushed, 8,000 new ties having already been delivered and 10,000 more contracted for.

The Toledo, Delphos and Burlington Railroad Company and the Dayton, Covington and Toledo Railroad Company have been consolidated. The new corporation preserves the name Toledo, Delphos and Burlington Railroad Company. The officers are: John M. Corse, President; James Irvine, Vice President and General Manager; Louis Curth, jr., Secretary and Treasurer. The construction is being vigorously pushed and the road will be in readiness for the fall trade.

A special despatch to Kiernan's News Agency, dated San Francisco, June 25th, says: "The new station on the Southern Pacific Railroad 1,025 miles east of this city and 56 east of Tucson, named Benson was opened for traffic on the 20th. Stages connect there for Tombstone. The track is across the San Pedro and progressing eastward to Shakespeare on the new Mexican boundary, which will be reached in a few weeks.

The grading on the Ohio Central road is finished to Bucyrus. Brown, Howard & Co., the contractors, have advertised for 300 men to go to work on the grade between Fostoria and Toledo. Messrs. O. A. Loomis and A. A. Decret have taken the contract to grade the Lake Erie and Western extension from Fremont to Sandusky, and will commence operations July 1.

In recognition of his services in the construction of the Baturite railway, the Emperor of Brazil has conferred the distinction of an official in the Order of the Rose upon Carlos Alberto Morising, chief engineer of the line. Orders were also conferred upon six members of Mr. Morising's engineer corps at the same time.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna.....100	\$3,500,000	J. & J.	July '80 24	Louisv. Cin. and Lex.....50	\$1,623,483	J. & J.	July '80 3	Ware River.....100	\$750,000	J. & J.	July '80 31
Ashuelot.....100	210,000	quarterly	Oct. 79 14	Louisville & Nashville.....100	9,052,950	F. & A.	Feb. 80 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '79 3
Atch. Pop. & Santa Fe.....100	10,409,300	quarterly	May '80 14	Louisv. N. Alb. & Chi.....100	3,000,000	J. & D.	Dec. '79 3	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlantic and West Point.....100	1,232,200	J. & J.	July 79 4	Lowell and Andover.....100	500,000	J. & J.	July '80 24	Westchester & Phil. pref.....100	321,800	J. & J.	July '80 2
Atlantic and St. Law.....100	5,000,000	M. & S.	Var. '80 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,559,750	P. & A.	N. v. 79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '79 24	Lykens Valley.....100	600,000	F. M. A. N.	Feb. '79 24	Wilmington & Weldon.....100	1,453,200	J. & D.	Nov. '79 3
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. 78 3	Manchester and Law.....100	1,000,000	M. & N.	May '80 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '79 3
Baltimore and Ohio.....100	14,216,800	M. & N.	May 80 4	Marquette & Cincinnati.....50	1,408,912	— & —	—	Winchester & Strasburg.....100	500,000	J. & J.	July '80 3
Washington Br. pref.....100	4,569,578	J. & J.	July '80 3	Massachusetts.....100	4,460,368	M. & S.	Sep. '66 3a	Worcester and Nashua.....75	1,789,800	J. & J.	July '76 2
Berkshire.....100	1,650,000	A. & O.	Apr. 80 1	Memphis & Charleston.....25	5,312,725	J. & D.	Sep. '66 3a	HORSE-POWER R. R.			
Boston and Albany.....100	600,000	M. & N.	Apr. 80 14	Metropolitan Elevated.....100	400,000	F. & A.	Feb. 80 1	Albany City.....100	110,300	— & —	—
Bos. Cin. F. & N. Bd. pref.....100	20,000,000	M. & N.	May '80 4	Michigan Central.....100	13,738,204	J. & D.	Jan. '69 3	Baltimore City.....25	1,000,000	J. & J.	July '80 3
Ag. pref.....100	1,750,100	J. & D.	Apr. '80 24	Middlesex Central.....100	2,138,384	F. & A.	Aug. '80 4	Balt., Cat. & El. Mills.....100	—	J. & J.	Jan. '80 3
Agricultural Br. guar.....100	800,000	M. & N.	May '80 3	Mill Creek & Minehill.....50	323,375	J. & J.	July '80 5	Boston & Chelsea pref.....100	2,200,000	A. & O.	Apr. '78 2
Bost. One. & Mont. pref.....100	3,250,000	J. & J.	July 80 2	M. Hill & Schuyl. Hav. * 50	3,556,450	J. & J.	July '80 34	Broadway (Brooklyn).....100	200,000	J. A. J. O.	Apr. '78 4
Boston and Lowell.....100	6,921,274	M. & N.	May '80 3	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80 2	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J. A. J. O.	Apr. '78 24
Boston and Maine.....100	4,000,000	M. & N.	May 80 4	Morris and Essex.....50	16,000,000	J. & J.	July '80 34	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '78 3
Boston and Providence.....100	131,700	J. & J.	July '80 3	Mt. Carbon & Pt. Carbon.....50	282,350	M. & N.	Jan. 80 6	Brooklyn City.....100	2,000,000	F. M. A. N.	Aug. '79 4
Attleborough Branch.....100	349,200	J. & J.	July '80 3	Nashua and Lowell.....100	1,529,000	J. & D.	Dec. '79 3	Bushwick (Brooklyn).....100	309,000	J. & J.	July '79 34
Bost. Revere B. & Lynn.....100	950,000	J. & D.	June '80 3	Nashua and Rochester.....100	1,305,800	A. & O.	Apr. '80 1	Cambridge.....100	875,000	J. A. J. O.	Apr. '80 4
Buffalo, N. Y. and Erie.....100	8,537,800	quarterly	Feb. '79 2	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3	Can. Park N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Burl. & Mo. Riv. in Feb. 100	377,400	quarterly	Apr. '80 3	Nash. Chat. & St. Louis. 25	6,575,256	A. & O.	Apr. '80 14	Citizens (Ph.).....50	600,000	J. & J.	Jan. '79 3
Camden and Atlantic.....50	838,311	quarterly	Apr. '80 3	Naugatuck.....100	2,000,000	J. & J.	July '80 5	Citizens (Phg.).....50	200,000	M. & N.	Nov. '77 10
Camden & Burl. Co. pref.....100	381,925	J. & J.	July 80 3	Nesquehoning Valley.....50	1,000,000	M. & S.	Mar. '80 3	Coney Island & Brookl. 0	600,000	— & —	—
Cape May and Millville.....50	447,000	J. & J.	June '80 3	New Castle & Beaver Val. * 50	1,500,000	quarterly	July '80 24	Continental (Phila.).....100	180,000	J. & J.	Apr. '78 3
Catawissa.....50	1,150,000	Oct. ber	Oct. '79 31	N. Haven & Northamp.....100	605,000	quarterly	June '80 24	D. Dock E. B. & W. Bat. 100	1,200,000	F. M. A. N.	May '79 2
— 2d pref.....50	2,200,000	M. & N.	May '80 3	New London Northw. 100	1,418,800	quarterly	June '80 14	Elizabeth and Newark.....100	200,000	— & —	—
— 3d pref.....50	1,000,000	M. & N.	May '80 3	N. Y. Cen. & Hudson R. 100	89,428,330	quarterly	July '80 2	42nd St. & G. St. Ferry 10	748,000	M. & N.	May '79 2
Cayuga and Susquehanna.....100	569,110	F. & A.	Jan. '80 4	New York and Harlem.....100	8,500,000	J. & J.	July 80 4	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Cedar Rapids & M. R. * 100	6,850,400	F. M. A. N.	Feb. '80 3	— City Line.....100	1,500,000	J. & J.	July '80 4	Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '79 2
Central of Georgia.....100	1,600,000	J. & D.	June '80 3	New York & Long Br. * 100	2,000,000	—	—	Girard College (Ph.).....50	500,000	J. & J.	Jan. '79 2
Central of New Jersey.....100	18,583,200	quarterly	Apr. '79 24	New York Elevated.....100	6,500,000	quarterly	Oct. '79 24	Grand St. and Newton.....100	170,000	J. & J.	July '71 2
Central Ohio.....50	2,425,000	J. & J.	Jan. 80 3	N. Y., Lake Erie & West. 100	77,107,700	—	—	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
— pref.....100	400,000	J. & J.	Jan. 80 3	— " pref.....100	8,142,700	—	—	Heston, Mantau & Fairm. 60	2,050,000	J. & J.	Jan. '79 14
Central Pacific.....100	64,275,000	quarterly	Feb. 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Higley & Co. (Ph.).....100	100,000	J. & J.	Jan. '80 4
Chemung.....100	380,000	quarterly	Feb. 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Lomb. & South St. (Ph.) 25	105,000	A. & O.	Oct. '79 2
Cheshire, preferred.....100	2,155,300	J. & J.	Jan. '80 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Lynn and Boston.....100	200,000	— & —	—
Chicago and Alton.....100	10,065,400	M. & S.	Mar. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Malden and Melrose.....100	200,000	— & —	—
— pref.....100	2,425,400	M. & S.	Mar. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Metropolitan (Boston).....50	1,500,000	J. & J.	July '80 4
Chicago, Burl. & Quincy.....100	81,004,466	M. & S.	June '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Middlesex (Boston).....100	400,000	M. & N.	May '80 34
Chi. Cin. Dub. & Minn. * 100	6,166,000	A. & O.	Apr. '79 24	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	N. Y., Bay Ridge & Jan. 100	102,540	— & —	—
Chicago, Iowa & Nebraska * 100	3,916,200	J. & J.	July 80 5	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Ninth Avenue (N. Y.).....100	197,320	— & —	—
Chi. Mil. and St. Paul.....100	15,404,281	A. & O.	Apr. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Orange and Newark.....100	332,555	— & —	—
— pref.....100	12,274,483	A. & O.	Apr. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	People's (Phila.).....25	206,054	— & —	—
Chicago & N. Western.....100	14,988,807	J. & D.	June '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Philadelphia City.....50	475,000	J. & J.	Jan. '80 5
— pref.....100	22,025,608	quarterly	Aug. '80 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Philadelphia and Darby 20	300,000	J. & J.	July '77 2
Chicago, R. I. & Pacific.....100	3,500,000	quarterly	Aug. '80 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Phila. and Grey's Ferry 50	284,775	J. & J.	Apr. '78 2
Cin. Ham. & Dayton.....100	429,037	M. & N.	May '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 2
Cin. Sand. & Cleve. pref.....100	1,491,300	F. & A.	Feb. '80 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Ridge Avenue (Ph.).....10	750,000	A. & O.	Apr. '78 14
Clev. Col. Cin. & Ind. 100	2,067,569	M. & N.	Nov. '79 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Second Avenue (N. Y.).....100	1,192,500	J. A. J. O.	Apr. '78 14
Cleveland & Mahoning.....100	11,236,150	quarterly	June '80 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Second & Third St. (Ph.) 50	962,100	quarterly	Jan. '79 3
Cleveland & Pittsburgh.....100	1,786,200	M. & S.	Feb. '80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 5
Columbus and Xenia.....100	2,500,000	F. & A.	May '80 5	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	South Boston.....100	113,000	M. & N.	May '80 3
Colum. & Hocking Val. 100	1,600,000	M. & N.	May '80 5	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Third Avenue (N. Y.).....100	2,000,000	F. M. A. N.	May '79 4
Concord.....100	850,000	J. & D.	Feb. '80 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	13th & 15th street (Ph.) 50	1,000,000	J. & J.	July '80 4
Conn. & Passump. Riv. 1.0	2,176,700	F. & A.	July '80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	22d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Connecticut River.....100	2,100,000	J. & J.	July 80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Union (Boston).....100	374,300	J. & J.	Jan. '80 5
Cumberland Valley.....50	1,294,950	J. A. J. O.	Apr. '80 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Union (Phila.).....50	400,000	J. & J.	Jan. '80 6
— 1st pref.....50	241,000	A. & O.	Apr. 80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	West Philadelphia.....50	400,000	J. & J.	July '77 10
— 2d pref.....50	241,000	A. & O.	Apr. 80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	CANALS.			
Danbury and Norwalk.....50	600,000	quarterly	Apr. '80 1	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Chesapeake & Delaware 50	1,983,508	J. & D.	June '78 2
Dayton & Michigan.....50	2,401,528	A. & O.	Apr. 80 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Delaware Division.....50	1,633,350	F. & A.	Mar. '80 4
— pref.....50	1,231,256	quarterly	July 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Delaware and Hudson.....100	20,000,000	F. & A.	Aug. '78 4
Delaware.....50	1,231,256	J. & J.	July 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Delaware and Raritan.....100	5,847,400	quarterly	July '80 24
Del. & Bound Brook.....100	1,584,400	quarterly	July '79 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Lehigh Coal & Navisg. 50	10,848,550	J. S. D. M.	Sept. '76 14
Del. Lackaw. & West. 100	25,200,000	quarterly	July '79 2	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Monongahela Navisg. 100	1,003,500	J. & J.	Feb. '78 2
Detroit, Lans. & Nor. 100	1,874,000	annually	Feb. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 5
— pref.....100	2,608,390	F. & A.	Apr. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	— (preferred).....100	1,175,000	F. & A.	Feb. '78 5
Dubuque & Sioux City * 100	5,000,000	A. & O.	July 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Pennsylvania.....50	4,337,950	— & —	—
East Pennsylvania.....100	1,309,200	J. & J.	July 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Schuyl. Nav. (common) * 50	1,908,207	annually	A. '79 70c
East Mahanoy.....100	392,950	J. & J.	July 80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	— (pref.) 50	2,989,977	annually	A. '79 140c
East Tenn. Va. & Ga. 100	1,968,274	J. & J.	May '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	MISCELLANEOUS.			
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Adams Express.....100	12,000,000	quarterly	June '80 2
Eastern (N. H.).....100	492,500	J. & D.	Mar. '80 4	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	American Express.....100	18,000,000	J. & J.	July '80 2
East River.....100	3,000,000	— & —	—	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Amoskeag Manuf. Co. 100	3,000,000	J. & D.	Dec. '79 5
Elkhira, Jof. & Osnard.....100	500,000	Sept.	Sept. '79 5	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Calumet and Hecla Mining. 100,000	8. F. M. A. N.	May '80 10	
Elmira & Williamsport.....50	500,000	M. & N.	May '80 24	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '80 5	Central Mining Co.			

RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1876.....	117,417	144,132	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	225,793	2,486,582
1877.....	134,864	136,360	169,130	200,691	189,915	185,731	187,142	255,572	281,414	342,822	335,678	2,479,104
1878.....	174,598	184,885	296,367	299,610	304,636	249,481	329,559	466,163	420,531	446,529	438,567	3,950,868
1879.....	314,732	369,107	508,608	546,182	600,000	399,500	456,000	533,000	602,500	759,000	654,500	6,338,447
1880.....	473,500	444,000	668,000	692,000	.....	.....	.....	.....	.....	.....	.....	.....
Burlington, Cedar Rapids and Northern:												
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,985	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	1,527,667
1879.....	117,362	97,277	111,924	100,132	116,950	110,179	107,990	123,827	154,795	171,524	147,785	1,534,949
1880.....	184,316	165,170	189,325	141,653	149,504	.....	.....	.....	.....	.....	.....	.....
Central Pacific:												
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,270	1,541,223	1,696,154	1,871,876	1,868,066	1,675,532	14,243,377
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,464,232	1,391,867	1,368,000	1,441,293	1,806,382	1,855,774	13,584,882
1878.....	1,110,988	980,529	1,223,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,089	1,537,493	14,321,917
1879.....	1,059,166	1,056,691	1,280,272	1,406,660	1,579,591	1,377,000	1,442,000	1,552,000	1,723,000	1,933,000	1,487,000	13,111,000
1880.....	1,223,000	1,038,000	1,350,000	1,374,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:												
1876.....	319,928	323,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	4,656,764
1877.....	306,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	4,960,569
1878.....	351,608	325,047	345,454	339,385	311,266	358,982	305,937	491,728	480,933	445,597	391,616	4,464,343
1879.....	301,073	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	4,671,519
1879.....	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	5,755,677
1880.....	502,285	459,543	602,624	537,326	602,132	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:												
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	9,968,852
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,688	1,141,310	1,559,368	1,471,214	1,403,728	10,066,930
1878.....	1,077,891	1,064,857	1,095,800	1,255,867	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,868	1,407,240	11,114,555
1879.....	1,008,000	889,633	1,107,042	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	13,123,300
1880.....	1,135,000	1,153,800	1,395,000	1,276,000	1,794,700	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:												
1877.....	876,835	871,768	939,554	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	9,962,149
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,375,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,082	10,705,525
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	14,388,167
1880.....	1,200,239	1,080,853	1,453,611	1,260,319	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:												
1876.....	527,546	517,112	567,644	650,961	819,562	877,693	685,270	569,775	645,831	817,259	765,230	6,102,888
1877.....	375,554	403,982	468,570	514,793	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	6,699,921
1878.....	705,865	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,723	809,212	7,165,512
1879.....	591,176	476,667	632,898	678,439	857,324	798,659	773,173	733,736	1,018,806	1,290,740	1,100,245	10,062,820
1880.....	763,000	739,000	901,000	871,000	1,135,000	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:												
1877.....	229,388	252,245	257,214	292,778	291,483	287,131	226,990	355,271	321,367	335,975	297,056	2,874,458
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	2,777,727
1879.....	238,234	254,322	233,781	230,866	264,483	267,895	312,706	366,630	413,437	426,629	369,647	3,804,428
1880.....	392,632	375,619	302,787	281,650	303,906	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:												
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,310	211,917	220,000	174,749	1,364,492
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	222,720	207,918	1,785,567
1879.....	137,047	137,038	211,899	165,444	134,070	107,560	99,811	141,533	176,810	239,735	193,125	2,533,333
1880.....	169,320	157,566	216,327	200,059	189,125	.....	.....	.....	.....	.....	.....	.....
Illinois Central:												
1876.....	553,574	577,702	580,004	530,369	606,134	666,125	494,529	600,179	616,292	707,988	575,306	5,328,867
1877.....	460,656	459,123	477,102	430,557	464,523	492,162	474,056	666,609	791,512	791,912	597,060	5,445,543
1878.....	624,659	511,386	536,409	533,838	608,527	552,706	568,031	675,899	630,386	654,840	625,201	5,893,312
1879.....	550,192	466,921	532,160	492,581	575,461	580,578	573,250	601,977	736,066	807,859	631,343	6,666,065
1880.....	536,657	582,811	619,995	544,470	626,854	.....	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:												
1876.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	10,517,777
1877.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,875	1,287,878	1,364,595	1,146,761	12,229,503
1878.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,587	1,372,199	1,221,507	11,663,631
1879.....	1,061,852	1,191,839	1,277,907	1,199,220	1,136,341	1,068,133	1,040,763	1,273,151	1,435,906	1,568,378	1,468,183	15,428,819
Mo., Kan. & Texas:												
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	2,562,021
1878.....	217,029	181,118	236,546	206,756	207,514	219,226	294,835	294,835	300,235	349,596	288,459	2,226,568
1879.....	194,454	194,556	224,559	189,218	217,833	221,692	258,659	306,330	380,759	387,701	386,036	3,800,028
1880.....	367,327	326,306	355,508	348,275	274,626	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:												
1877.....	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,205	1,271,131	1,184,521	1,535,343	1,570,943	14,655,133
1878.....	1,304,018	1,211,412	1,147,208	1,127,079	1,172,961	1,258,990	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	12,057,755
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,674	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,935	13,984,244
1880.....	1,296,181	1,252,218	1,644,558	1,643,151	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:												
1877.....	265,003	273,607	334,166	328,869	317,568	.....	.....	.....	.....	.....	.....	.....
1880.....	334,494	330,860	415,325	386,130	329,788	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:												
1876.....	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	7,931,106
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	12,064,434
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	8,109,891
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	13,257,780
1880.....	1,239,177	1,016,278	1,404,878	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:												
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	453,075	5,263,304
1878.....	375,521	341,318	344,198	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	4,683,195
1879.....	334,029	339,161	353,147	318,196	302,640	281,920	334,800	409,100	587,337	713,200	666,195	6,647,675
1880.....	552,615	492,450	450,620	403,300	372,280	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:												
1876.....	99,208	112,961	102,737									

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.	When Payable.	Marked (*) signifies "interest not paid."	Amounts outstanding.	Interest.	When Payable.
Rate.	Payable.	Rate.	Payable.	Rate.	Payable.	Rate.	Payable.
National Securities, June 1, 1880.				Maryland (continued):			
Loan of June 14, 1868.....registered	112,986,000	5	Jan. & July. 1874	State Loans (10-15 year) 1872 to 1875...	\$968,000	5	Jan. & July. '85-'89
Loan of February 8, 1861.....registered	3,061,000	6	Jan. & July. 1880	Massachusetts—(\$31,869,480):			
Oregon War Bonds of March 2, 1861.....coupon	747,050	6	Jan. & July. 1881	Defenses and Bounty (1865) loans, gold.	1,088,000	5	Jan. & July. 1883
Loan of July 17, and Aug. 5, 1861.....registered	118,471,100	6	Jan. & July. 1881	Defenses and Bounty (1864) loans, etc.	8,380,244	5	May & Nov. 1894
Loan of March 2, 1863.....registered	42,943,600	6	Jan. & July. 1881	War Loan, (1869) etc.	6,872,463	5	Jan. & July. 1889
Loan of March 2, 1864.....(10-40s).....registered	50,069,250	6	Jan. & July. 1881	Troy & Greenfield R.R. bonds, '58 to '63.	7,056,130	5	'88-'93
Loan of March 2, 1864.....(10-40s).....coupon	13,787,900	6	Mar. & Sept. 1904	Troy & Green R.R. bonds, 1871 to '75.	200,000	5	April & Oct. '81-'86
Loan of March 3, 1865.....(5-20s).....registered	291,978,060	6	Jan. & July. 1887	Southern Verm. R.R. bonds, 1860, gold	3,599,024	5	'1890
Loan of March 3, 1865.....(5-20s).....coupon	196,870,650	6	Jan. & July. 1887	B. & E. R. R. Loan, 1868 and 1869.	230,000	5	Jan. & July. 1890
Refunding certificates of Feb. 28, 1879.....	1,413,130	6	Jan. & July. 1888	Back Bay Land bonds, 1861 and 1862...	700,000	5	May & Nov. 1890
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	6	Jan. & July. 1888	Harbor Improv. (5-20) bonds, 1874 & '76	3,742,280	5	Jan. & July. '94-'96
Debt matured and without interest.....(var.)	8,124,965	6	Jan. & July. 1888	State Institution bonds, 1874 to 1877 gld.	591,000	6	Various. '94-'96
Debt bearing no interest.....	395,424,350	6	Jan. & July. 1888	Michigan—(\$826,000):	299,000	6	Jan. and July. 1883
Pacific R. R. Bonds (registered).....(currency)	64,623,512	6	Jan. & July. '96-'99	Two Million Loan bonds, 1863.....	350,000	7	May & Nov. 1890
State Securities, latest dates.				Minnesota—(\$2,575,000):	2,275,000	7	Jan. & July. '79-'83
Alabama—(\$12,404,000):				State Buildings Loan bonds, 1869 & 1873.	370,000	7	June and Dec. 1887
.. substitution (A) bonds; July 1, 1876...	7,000,000	2	Jan. & July. 1908	Missouri—(\$10,917,000):			
.. Substitution (B) bonds; R. R. do.	594,000	5	" " " 1908	State Debt Proper, 1865 and 1866.....	439,000	6	Jan. & July. 1883
.. Substitution (C) bonds; Ala. & U. R. R.	1,000,000	2	" " " 1902	Consolidation bonds, 1868.....	2,727,000	6	" " " 1888
.. Funded obligations, July 1, 1874.....	1,000,000	8	" " " 1884	State Institutions, etc. bonds, 1872 to '74	401,000	6	" " " 1892
Arkansas—(\$14,211,125):				Funding Bonds, 1874.....	1,104,000	6	" " " 1894
.. * Funding bonds, 1869 & 1870.....	3,202,000	6	Jan. & July. 1899	R. R. new (Act, March 29, 1875).....	4,350,000	6	" " " '90-'97
.. * Levee Warrants or bonds of 1871.....	1,983,773	10	" " " 1894	Railroad Aid (1854-1890) Bonds.....	7,796,000	6	" " " '89-'90
.. Ten-year (act of May, 1874) bonds.....	258,300	6	" " " 1894	Han. & St. Jo. R. R. Loans (renewals)	3,000,000	6	" " " '87-'96
.. Sinking-fund (act of Dec. 1874) bonds.....	375,000	7	April & Oct. 1900	Nebraska—(\$549,267):			
.. * Railroad Aid (1869 and 1870) bonds.....	5,150,000	7	April & Oct. 1900	State (Act Feb. 7, 1877) bonds.....	549,267	5	April & Oct. 1897
California—(\$3,291,500):				Nevada—(\$540,000):			
.. Relief bonds, 1870 and 1872, gold.....	95,500	7	Jan. & July. 1882	State Bonds, 1871.....	160,000	10	Various. '81-'82
.. State Capital bonds, 1870 & 1872, gold.....	500,000	7	" " " 1885	.. Territorial bonds, 1877.....	380,000	10	Mar. & Sept. 1887
.. Funded debt bonds, 1872, gold.....	2,801,008	6	" " " 1893	New Hampshire—(\$3,573,550):			
Connecticut—(\$4,967,650):				.. War Loan Bonds, 1864.....	600,000	6	Jan. & July. '84-'89
.. War Loan bonds (20-yr), cou. & reg.....	877,000	6	Jan. & July. 1883	.. Municipal Equalization bonds, 1872....	2,208,100	6	" " " '92-'95
.. War Loan bonds (20-yr), coup. & reg.....	1,313,550	6	" " " 1884	.. State bonds, 1873.....	500,000	6	" " " '79-'80
.. War Loan bonds (20-yr), tax free, c. & r.	1,741,100	6	April & Oct. 1885	New Jersey—(\$2,076,300):			
.. Coupon bonds (10-20 yr).....	1,031,000	5	May & Nov. '87-'97	.. War Loan (tax free) bonds, 1861-1863...	1,500,900	6	Jan. & July. '80-'96
Delaware—(\$1,119,000):				.. War Loan (taxable) bonds, 1864.....	595,400	6	" " " '97-'02
.. State bonds to railroads, etc.....	1,119,000	6	Jan. & July. '85-'91	.. Canal Stock (1872-75) registered.....	7,276,000	6	Jan. & July. '83-'93
District of Columbia—(\$22,718,100):				.. Canal Stock (1874) registered.....	2,900,000	6	April & Oct. 1892
.. Improvement (gold) bonds, 1872.....	3,995,000	6	Jan. & July. 1891	North Carolina—(\$2,098,845):			
.. Improvement (cur.) bonds, 1873.....	670,000	7	" " " 1891	.. Refunded (Act Feb. 1879) bonds.....			
.. Funding bonds, 1874, (guar. by U. S.)...	13,743,250	3.45	Feb. & Aug. 1924	.. * Railroad & Improvement (old) bonds.	5,378,200	6	J. A. J. & O. '79-'98
.. Washington Funding, gold, 1872.....	660,000	6	May & Nov. 1902	.. * Railroad & Improvement (new) bonds	3,359,000	6	" " " '79-'98
.. Washington Funding, gold, 1872.....	1,100,000	6	Jan. & July. 1892	.. * Funding (new) bonds.....	3,885,600	6	" " " '98-'00
Florida—(\$5,978,100):				.. * Special tax bonds.....	11,386,000	6	April & Oct. '98-'99
.. Sinking Fund bonds, 1871.....	350,000	7	Jan. & July. 1891	Ohio—(\$4,472,640):			
.. Consolidated (gold) bonds, 1873.....	623,100	6	" " " 1903	.. Reg. (1860) Loans, pay. after Jan. '81...	4,072,640	6	Jan. & July. 1881
.. Consolidated (gold) bonds, 1873.....	200,000	7	" " " 1903	.. Reg. (1866) Loans, pay. after Jan. '86...	2,400,000	6	" " " 1886
.. * Railroad Loan bonds, 1870, gold.....	4,000,000	8	" " " 1890	Oregon—(\$317,491):			
Georgia—(\$16,197,300):				.. War, Bounty and Canal bonds.....	317,491	7	Jan. & July. '80-'84
.. Atl. & Gulf R. R. bonds, 1858-66.....	800,000	6	Feb. & Aug. '81-'86	Pennsylvania—(\$25,298,350):			
.. W. & A. R. R. Renewal bonds, 1866.....	3,600,000	7	Jan. & July. 1886	.. Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug. 1902
.. Gold bonds, (Act Sept. 15, 1870).....	2,097,000	7	J. A. J. & O. 1880	.. Registered (15-25 year) bonds, tax free.	3,000,000	4	" " " 1904
.. State bonds, (Act Jan. 18, 1872).....	307,500	7	Jan. & July. 1892	.. Cou. & Reg. (1862) bonds, part 4, gold.	472,000	5	Jan. & July. 1882
.. Funding bonds, (Act Feb. 19, 1873).....	800,000	8	April & Oct. '75-'86	.. Registered stock (1867) Loan.....	11,472,600	6	Feb. & Aug. '77-'92
.. Funded Coup. (endor. bonds) 1876.....	545,000	7	Jan. & July. 1896	.. Registered stock (1867) Loan.....	814,350	5	" " " '77-'92
.. Exchange (endorsed bonds) 1877.....	2,295,000	6	" " " 1889	Rhode Island—(\$2,544,000):			
.. Funding (1879) bonds.....	500,000	4	January. 1885	.. War Loan bonds, 1862 & 1863.....	1,175,000	6	Various. '82-'83
Illinois—(\$908,742):				.. War Loan bonds, 1863 and 1864.....	1,369,000	6	Various. '93-'94
.. Refunded Stock bonds, 1847.....	357,442	6	Jan. & July. 1880	South Carolina—(\$.....):			
.. Chicago Relief bonds, 1871.....	250,000	6	" " " 1881	.. State House Stock (1856-61) gold.....	289,172	6	Jan. & July. '77-'86
Indiana—(\$4,614,783):				.. State House bonds (1853-54) gold.....	192,000	6	" " " '71-'86
.. Loan (1876) bonds.....	200,000	6	June & Dec. 1879	.. * Funding bonds and stock (1860) gold.	238,983	6	" " " '87-'97
.. Loan (1879) bonds.....	510,000	5	April & Oct. '84-'89	.. * Blue Ridge R. R. bonds (1864) gold....	499,000	6	" " " '75-'77
Iowa—(\$900,000):				.. * Funding bills receivable (1868) gold....	72,000	6	April & Oct. 1888
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July. 1881	.. * Funded interest (1868) gold.....	149,000	6	" " " 1888
Kansas—(\$1,209,175):				.. * Funded Bank bills (1868) gold.....	242,380	6	Jan. & July. 1888
.. Funding, etc. bonds, 1861 to 1869.....	101,175	6	July. '83-'84	.. * Conversion stock and bonds (1868) gold	461,000	6	" " " 1889
.. Coupon bonds, 1861 to 1875, various.....	735,000	7	Jan. & July. '79-'99	.. Land Commission bonds ('69-'79) gold	18,000	6	" " " '80-'90
.. Military Loan bonds, 1864 to 1869.....	289,000	7	Jan. & July. '84-'99	.. * Fire Loan (1888) bonds, etc.....	481,944	5	J. A. J. & O. 1888
Louisiana—(about \$16,000,000):				.. * Fire Loan Stock, 1863, gold.....	181,780	7	" " " 1888
.. Consols (Act Jan. 21, 1874).....	11,777,100	7	Jan. & July. 1914	.. * Relief (State Treasury) bonds, 1869....	7,000	7	Jan. & July. 1889
.. * Loan to N. O. & P. R. R. ('78) \$2,000,000	106,000	6	Various. '93-'07	.. * Reduction Public Debt stock (1873)...	241,257	6	" " " 1883
.. * Levee (Act, 1865 and 1870) bonds.....	112,300	6	Various. 1886	.. * Consolidated bonds, 1873.....	4,023,000	6	" " " 1893
.. * Various bonds (\$182,000 not fundable)	450,000	6	Various. var. 20	.. * Consolidat. d stock, 1878.....	149,284	6	" " " 1893
.. * Penitentiary (1869) bonds.....	12,000	7	Mar. & Sept. 1909	.. * Railroad bond endorsements.....	4,797,608	var	Various. var.
.. * Various bonds (\$150,000 not fundable)	160,000	7.5	Mar. & Sept. 1899	Tennessee—(\$24,111,500):			
.. * Mass. & Mex. Gulf Canal bonds (not F)	500,000	6	April & Oct. 1911	.. * Funding (new) bonds, 1873, coupon ...	4,867,000	6	Jan. & July. 1914
.. * Loan to N. O., Mob. & Tex. R. R. (n. l.)	876,000	8	" " " 1885	.. * Funding (new) bonds, 1873, registered.	14,655,000	6	" " " '75-'90
.. * E. endorsements for N. O., M. & T. (n. l.)	876,000	8	" " " 1885	.. * Funding (new) bonds, 1872, registered	292,300	6	" " " '75-'90
Maine—(\$5,248,900):				Texas—(\$4,939,974):			
.. War and Bounty Loan bonds, 1868.....	385,000	6	Mar. & Sept. 1883	.. Funded (1872) State Debt bonds.....	75,000	6	Various. 1891
.. Bounty Loan bonds, 1863.....	307,000	6	Feb. & Aug. 1880	.. Frontier Defense, 1871, (20-40s), gold....	697,000	7	Mar. & Sept. 1911
.. Bounty Loan bond 1864.....	2,330,000	6	June & Dec. 1889	.. Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July. 1892
.. Municipal War Equalization bonds, '68	2,826,900	6	April & Oct. 1889	.. Funded debt bonds, 1874, (gold).....	1,000,000	7	" " " 1904
Maryland—(\$11,325,675):				.. Veteran Pension (1874) bonds.....	1,353,000	10	" " " 1894
.. Loans to Railroads & Canals, etc.....	4,512,555	5	Jan. & July. 1890	.. Redemption bonds, 1876, gold.....	1,564,000	6	" " " 1906
.. Loans to Railroads and Canals.....	186,694	5	Various. '80-'90	Vermont—(\$137,000):			
.. Loan (1859) to Balt. & Annap. R. R.....	260,000	3	J. A. J. & O. 1880	.. War Loan bonds, 1862.....	137,000	6	June & Dec. 1890
.. Loans to Railroads and Canals.....	1,149,295	6	Various. '85-'90	Virginia—(\$82,072,047):			
.. Defense and bounty (1869) bonds.....	3,328,750	6	Jan. & July. 1883	.. Old bonds (frds fundable), registered....	6,189,250	6	Jan. & July. '80-'95
.. State Loans (1870 to 1874).....	916,121	6	" " " '87-'98	.. Old bonds (frds fundable), coupon.....	2,331,250	6	" " " 1886
				.. Old bonds, not required to be refunded.	18,382,900	6	" " " 1905
				.. Consol. (coup. receivable for taxes) 1871.	1,641,615	3	" " " 1905
				.. Consols (act, 1871) registered.....	2,359,500	6	" " " 1906
				.. Consols (act, 1872).....	923,646	6	" " " 1906
				.. Consols (act, 1872).....	212,833	6	" " " 1906
				.. Interest (sterling) funded (act, 1871)...	15,239,370	...	Contingent.
				.. * Deferred Certificates, (W. Va.).....	4,640,990	...	" " " 1878
				.. * Interest unpaid to Sept. 30, 1878.			
				Wisconsin—(\$.....):			
				.. None on market; all in trust funds...			
				West Virginia—(See Virginia.)			

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort. guar. by State (gold) .	4,000,000	7 ^a	Jan. & July.	Charleston.	1896	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8 ^a	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Receivers' Bonds.....	1,300,000	7	" "	" "	" "	....	Loan of 1875.....	2,000,000	6	Jan. & July.	" "	1896	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston,	1884	98
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	" "	" "	1889	....
1st Mortgage.....	1,400,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	262,000	7	" "	" "	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	" "	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	108]	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	250,000	7	May & Nov.	" "	1881	....	1,224,000	7	Apr. and Oct.	Boston.	1893	105	
Albany Loan.....	835,800	6	" "	" "	1896	....	Consol. Mortgage for \$2,000,000.	367,200	6	" "	" "	1890	....
Consol. M. (guar. by D. & H. Co.)	1,496,000	7	April & Oct.	" "	1906	111	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	275,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berrell).....	15,000,000	7	Jan. and July.	New York.	1900	42
Allegheny Valley:							Masa. L. (sec'd by \$4,000,000 Ber.)	5,000,000	7	" "	" "	1900	....
General Mortgage.....	4,700,000	7.3	Jan. & July.	New York.	1899	118]	2,800,000	7 ^a	" "	Boston.	1899	....
Special Mortgage to Penn.....	3,000,000	6	January.	Harrisburg.	1900	103	Boston and Lowell:						
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	30	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
Funding Income (traffic guar.)	6,986,500	7	" "	Pittsburg.	1894	....	Bonds of 1872 for \$1,000,000....	999,500	7	" "	" "	1892	115]
American Central:							Bonds of 1878.....	500,000	7	Mar. and Sept.	" "	1894	....
1st Mort. guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....	Bonds of 1878... ..	750,000	6	Jan. and July.	" "	1896	107]
Andrewocogin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,500,500	7	Jan. and July.	Boston.	'95-'94	120
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,300,000	7 ^a	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1896	37
Ashtabula, Youngstown & Pitts.: :							Boston and Providence:						
1st Mortgage.....	1,500,000	7 ^a	April & Oct.	New York.	1901	....	Bonds to purchase P.W. & B.R.d.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage.....	400,000	7	Jan. and July.	Pittsburgh.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. tax fr.	3,430,000	6 ^a	Apr. and Oct.	New York.	1900	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1908	108	2d Mort. sinking fund gold.....	2,350,000	7 ^a	" "	" "	1893	....
Atchison, Topeka and Sa. tr. F.:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7 ^a	Jan. & July.	New York.	1909	117	General Mortgage.....	250,000	7	May & Nov.	Philadelphia.	1900	....
Land Gr. & Mortgage (gold)....	3,115,500	7 ^a	April & Oct.	Boston.	1900	115	Buffalo, Chat. L. and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7	Jan. & July.	" "	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawatomie Land Grant.....	1,000,000	7	May & Nov.	N. Y. or Bost.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,650,000	7 ^a	April & Oct.	" "	1905	119	Mort. bonds (ass'd by L&MS)	200,000	7	Jan. and July.	New York.	1882	....
Land Income Bonds.....	450,000	8	Jan. & July.	Boston.	1883	107]	Mort. bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Atlanta and Charlotte Air Line.							Mort. bonds (" ")	2,844,000	7	Apr. and Oct.	" "	1898	118
1st Mortgage (registered):	4,220,000	7	Jan. & July.	New York.	1907	90	Buffalo and Southwestern:						
Atlantic and Great Western:							Mortgage.....	1,500,000	6 ^a	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7 ^a	Jan. & July.	N.Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7 ^a	March & Sept.	" "	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1910	110
3d Mortgage (gold) Income.....	28,783,000	7 ^a	May & Nov.	" "	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	3,000,000	6 ^a	Jan. & July.	New York.	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$1,000,000....	545,500	10	" "	" "	1898	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	Burlington, Cedar Rapids & Nor:						
2d Mortgage (S. Ga. & Fla. R.R.)	300,000	7	" "	" "	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1900	91
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	150,000	7 ^a	Jan. & July.	" "	1911	....
1st Mort. (gold) for \$5,000,000..	.....	7 ^a	Jan. & July.	New York.	1901	....	Rurlington and Missouri River:						
Atlantic, Minn. and Ohio (428 m.):							Land and R. R. Mortgage.....	4,638,260	7	April & Oct.	N. Y. & Bost.	1898	114]
1st Mortgage for \$15,000,000....	5,470,000	7 ^a	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	.....	8	April & Oct.	N. Y. & Bost.	1879	....
2d Mort. to State (no int. till '90).	4,000,000	.....	" "	" "	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	" "	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	" "	" "	1889	....
Land Mortgage gold bonds.....	2,820,000	6 ^a	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6 ^a	May & Nov.	" "	1891	....	1st Mortgage convertible.....	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
1st Mort. (So. Pac. R. R.) assumed	7,188,500	6 ^a	Jan. & July.	" "	1889	....	Bonds convertible until 1892...	370,000	8	" "	Boston.	1893	....
1st Mort. (Central Div.) gold.....	1,190,000	6 ^a	May & Nov.	" "	1891	....	Consolidated Mortgage.....	7,605,400	6	" "	Boston.	1910	....
1st Mort. (Central Div.) L. G.....	794,000	6 ^a	" "	" "	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	" "	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	6	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,800	6 ^a	" "	" "	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	800,000	10	J. A. J. & O.	" "	1884	....	1st Mort. (R.R. and lands) S.F..	8,000,000	7 ^a	Jan. & July.	New York.	1901	110
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1883.	484,000	6 ^a	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	...
2d Mortgage (sterling) of 1884....	1,500,000	6 ^a	April & Oct.	" "	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871....	713,000	6 ^a	May & Nov.	" "	1891	....	1st Mortgage, gold.....	3,500,000	7 ^a	April & Oct.	N. Y. & Lond.	1900	....
Portland City Bonds, 1st M., a. f.	787,000	6	" "	Portland.	1886	....	2d Mortgage.....	1,500,000	7 ^a	Jan. & July.	" "	1896	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund.....	2,250,000	7 ^a	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Extension, or 2d Mortgage.....	3,500,000	7 ^a	" "	" "	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,000,000	6 ^a	Jan. & July.	.....	1891	....
Loan of 1850-'58.....	579,500	6	Jan. & July.	Baltimore.	1890	102	Camden and Amboy:						
Loan of 1853-'58.....	1,710,000	6	April & Oct.	" "	1885	109	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	105
Loan of 1856-'90 (Balt.) skg fd.	2,151,122	6	Jan. & July.	" "	1890	....	Loan of 1890.....	866,000	6	June & Dec.	Princeton.	1890	108
Loan of 1870-'96 (etc.) skg fund.	3,273,956	6 ^a	March & Sept.	London.	1895	....	Mortgage Loan of 1899.....	5,000,000	6	May & Nov.	Philadelphia.	1899	112]
Loan of 1872-1902 (etc.) S. F.	9,028,852	6 ^a	" "	" "	1902	....	Sterling Loan, S. F. (\$202,000).	1,236,080	6 ^a	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (etc.) S. F.....	9,464,500	6 ^a	May & Nov.	" "	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7 ^a	Jan. & July.	Philadelphia.	1898	....
1st Mort. (Tunnel) gold guar.....	1,500,000	6 ^a	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	497,000	6	April & Oct.	" "	1899	106
1st Mortgage (R. R.) gold guar..	3,000,000	6 ^a	April & Oct.	" "	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	250,000	8	Feb. & Aug.	Philadelphia.	1897	106
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	130,000	7	" "	" "	1901	....	1st Mort. (skg fd.) d for \$2,000,000	9,000,000	7 ^a	Jan. & July.	New York.	1906	92
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							Carbondale and Shawneetown:						
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	1st Mortgage.....	200,000	7 ^a	Jan. & July.	.....	1902	....
Belfast and Mooshead Lake:							Caroline Central:						
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mortgage.....	3,000,000	6 ^a	Jan. & July.	New York.	1923	....
Bellefonte and Snow Shoe:							2d Mortgage -Income Bonds..	3,000,000	7	April & Oct.	" "	1914	....
1st Mortgage.....	99,000	6	.....	Philadelphia.	1883	....	Carthage and Burlington:						
Bellefontaine and Indiana:							1st Mort. guar. by C., B. and Q.	250,000	8	May & Nov.	New York.	1879	....
1st Mort. ass'd by C. C. C. & I.	455,000	7	Jan. & July.	New York.	1899	....	Catawissa:						
1st Mort. guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116	1st Mortgage (old).....	280,500	7	Feb. & Aug.	Philadelphia	1882	....
Beitot and Madison (C. & N.W.):							1st Mortgage (new).....	1,800,000	7	" "	" "	1900	115
1st Mortgage (guaranteed).....	234,000	7	Jan. & July.	New York.	1888	....	Chattell Mortgage.....	202,850	6	May and Nov.	" "	'90-'90	....
Belvidere Delaware:							Cayuga Lake:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1902	112	1st Mortgage.....	800,000	7 ^a	June and Dec.	New York.	1901	....
2d Mortgage (A. Co. and)	499,500	6	March & Sept.	Philadelphia.	1886	106	Cazenovia and Camastota:						
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	104	1st Mortgage, gol.....	250,000	7	Feb. & Aug.	New York.	1900	....
Bingham Canyon & Camp Floyd:							Cedar Falls and Minnesota:						
1st Mortgage.....	200,000	6 ^a	Jan. & July.	.....	1908	....	1st Mort. (C. F. to Waverly)....	95,000	7	April & Oct.	New York.	1884	....
							1st Mort. (W. to Man. Lk.).....	1,840,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.):	\$						Chicago, Iowa and Nebraska:	\$					
1st Mortgage, 1st Div. \$10,000 p.m.	678,000	7	Feb. & Aug.	New York.	1891	112 1/2	2d Mort. (now 1st) guar. C. & N.W.	109,400	7	Jan. & July.	Boston.	1888	....
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" "	" "	1894	111 1/2	2d Mort. (now 2d) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 3d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	" "	1916	114 1/2	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular).	1,800,000	7 1/2	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6 1/2	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7 1/2	" "	" "	1900	....
2d Mortgage Government's aid.	1,600,000	6	Jan. & July.	" "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7 1/2	" "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular).	540,000	7	Feb. and Aug.	" "	1891	....
General Mort. for \$5,000,000.	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....	Consolidated Mortgage.	12,000,000	6 1/2	" "	" "	1903	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	114 1/2
1st Mortgage, gold, \$16,000 p.m.	2,700,000	7 1/2	Jan. & July.	New York.	1899	....	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7 1/2	April & Oct.	" "	1901	....	1st Mortgage.	480,000	8	March & Sept.	Boston.	1899	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.	2,500,000	8	Jan. & July.	" "	1890	....
1st Mortgage.	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.	1,350,000	8	May & Nov.	" "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).	1,325,000	8	March & Sept.	" "	1892	....
Convertible bonds of 1872.	4,400,000	7	May & Nov.	New York.	1902	102 1/2	Chicago, Milwaukee and St. Paul:						
1st Mortgage.	5,000,000	7	Feb. & Aug.	" "	1890	118	1st Mort. (La Crosse Division).	6,800,000	7	Jan. & July.	New York.	1893	116
Newark Branch Bonds.	600,000	7	Jan. & July.	" "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	116
Adjustm. nt Mortgage.	5,550,000	7	May & N. v.	New York.	1903	107 1/2	1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	112
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	79 1/2	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" "	1897	116
Consol. Mort. for \$25,000,000.	16,000,000	7	J. A. J. & O.	" "	1899	105	1st Mort. (Minnesota Central).	183,000	7	" "	" "	1894	....
Central Ohio (B. and O.)							1st Mort. (St. Paul Division).	4,000,000	7 1/2	" "	" "	1902	118
1st Mortgage guaranteed.	2,500,000	6	March & Sept.	Baltimore.	1890	110 1/2	1st Mort. (Iowa and Dak. Div.)	677,000	7	" "	" "	1899	118 1/2
Central Pacific of California:							2d Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	117 1/2
1st Mort., 30 years bonds, gold.	25,883,000	6 1/2	Jan. & July.	New York.	'95-'96	114 1/2	1st Mort. (")	1,315,000	7 1/2	" "	" "	1902	....
Convertible 20 years bonds, gold	1,483,000	7 1/2	" "	" "	1883	102 1/2	1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1891	....
State Aid B'ds (Int. by State) gold	1,500,000	7 1/2	" "	Sacramento.	1884	103 1/2	1st Mort. (Mil. and Western).	219,000	7	Jan. & July.	" "	1901	103 1/2
2d Mort. (Government's Subsidy).	27,855,680	6	" "	U.S. Treasury.	'95-'99	109	1st Mort. (Southwestern Div.)	4,000,000	6	" "	" "	1919	....
1st Mort. (Western Pacific) gold	2,735,000	6 1/2	" "	New York.	1899	109	1st Mort. (La C. & Dav. Div.)	1,785,300	6	" "	" "	1884	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6 1/2	" "	" "	'88-'92	105 1/2	2d Mortgage.	496,000	7	April & Oct.	" "	1891	....
1st Mort. (S. Fr. Okid & Ala.)	600,000	8 1/2	" "	" "	1890	....	Consol. Mort. for \$35,000,000.	8,433,000	7	Jan. & July.	" "	1905	110
1st Mort. (San Joaquin V.D.) gold	6,090,000	6 1/2	April & Oct.	" "	1900	105	Chicago and Northwestern:						
Land bonds (Gen. Pac. Co.) gold	8,704,000	6 1/2	" "	" "	1890	105	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	105 1/2
Central Vermont:							General 1st Mortgage (193 m.)	3,440,400	7	" "	" "	1886	109
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	111	Funded coupons (193 m.)	676,400	7	May & Nov.	" "	1883	105
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" "	1891	....	Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
1st Mort. (Stan. Shert. and Ch.)	500,000	7	Jan. & July.	" "	1887	25 1/2	Green Bay Ext. (26m & 76,000 a.)	180,000	7	" "	" "	1886	106
Income and Extension Bonds.	1,008,500	8	May & Nov.	" "	1902	38	1st Mort. (Gal. & Chi. U.) 248 m.	1,658,000	7	" "	" "	1882	....
Equipment Mort. (Vt. Central)	1,000,000	8	" "	" "	'76-'77	39 1/2	1st Mort. (Menominee River)	400,000	6	Jan. & July.	" "	1906	....
Equipment Mort. (")	1,000,000	8	" "	" "	1889	40	Mississippi River Bridge	158,000	7	" "	" "	1884	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" "	1891	....	1st Mortgage (Peninsula)	272,000	7	March & Sept.	" "	1898	....
Mississquoi R.R. (")	500,000	7	" "	" "	1891	38 1/2	Consol. skg fund (C. & N.W. Ry.)	5,198,000	7	F. M. A. & N.	" "	1915	122 1/2
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	" "	1904	....	General Consol. Gold Bonds	12,348,000	7 1/2	June & Dec.	" "	1902	117 1/2
Charleston and Savannah:							1st Mort. S. F. (Madison Exten.)	3,150,000	7 1/2	April & Oct.	" "	1911	....
1st Mortgage guar. by State.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. S. F. (Menominee Ext.)	2,700,000	7 1/2	June & Dec.	" "	1911	....
Funded Interest on 1st Mort.	157,400	7	" "	" "	1889	....	1st Mort. (Chic. & Mil. R.W.) guar.	1,700,000	7	Jan. & July.	" "	1898	....
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	" "	" "	1888	....
2d Mortgage.	1,810,500	7	Jan. & July.	New York.	1895	107	Chicago and Paducah (C. B. & Q.)						
1st Mortgage.	500,000	7	April & Oct.	Baltimore.	....		1st Mortgage \$26,000 p. m. gold.	2,304,000	7 1/2	Jan. & July.	Boston.	1908	....
Charlton:							Chl., Pekin & Southwrm (C.B. & Q.)						
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	103	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Oheraw and Darlington:							Chicago, Rock Island and Pacific:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	1st Mortgage skg. fund.	121,000	7	Jan. & July.	New York.	1896	....
2d Mortgage dated Jan. 1, 1899.	75,000	7	Jan. & July.	" "	1888	....	New mort. bonds for \$12,500,000	9,965,000	6	Jan. & July.	" "	1917	121
Cherry Valley, Sharon and Alb.							Chl. & Southwrm (C. B. & Q.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar.	5,000,000	7 1/2	May & Nov.	New York.	1889	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7 1/2	June & Dec.	" "	1901	....
1st Mort. gold "B"	15,000,000	6 1/2	May & Nov.	New York.	1908	67	Chicago and Superior:						
2d Mortgage.	10,000,000	6	Jan. & July.	" "	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7 1/2	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	" "	1880	....	Chillicothe and Brunswick:						
2d Mort. (") coupon.	918,000	6	" "	" "	1884	....	1st Mort., guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income (") coupon.	300,000	8	" "	" "	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.	160,500	8	" "	" "	1877	....	1st Mort., guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cheshire:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.)	830,900	6	Jan. & July.	Boston.	'80-'96	104	1st Mortgage of 1863.	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.)							2d Mortgage of 1865.	494,000	7	Jan. & July.	" "	1885	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$2,000,000.	996,000	7	April & Oct.	" "	1905	....
Chester and Tamarac:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.	660,000	7 1/2	May & Nov.	New York.	1901	....	1st Mort., guar. for \$2,500,000.	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.						
1st Mortgage.	2,400,000	7	Jan. & July.	New York.	1898	117	1st Mortgage.	1,120,000	7 1/2	March & Sept.	New York.	1901	100
2d Mortgage.	1,100,000	7	April & Oct.	" "	1883	106	Consolidated Mortgage.	471,000	7 1/2	June & Dec.	" "	1914	....
Sinking Fund Gold Bonds.	3,000,000	6	May & Nov.	" "	1903	108	Cincinnati and Martinsville:						
Consol. Bonds (\$200 stg. each).	4,379,850	6 1/2	Jan. & July.	London.	1903	....	1st Mort., guar. by I. C. & L. A. F.	400,000	7	Feb. & Aug.	New York.	1905	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112 1/2	Cincinnati & Muskingum Valley:						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	1st Mortgage.	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mort. (Louisiana and Mo.)	1,864,000	7	Feb. & Aug.	" "	1900	108	Cincinnati, Richmond & Chicago:						
Chicago, Burlington and Quincy:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
Trust Mortgage skg fund.	2,570,000	8	Jan. & July.	New York.	1883	110 1/2	2d Mortgage	65,000	7	" "	" "	1889
Trust Mortgage skg fund conv.	150,000	8	" "	" "</									

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	6	Jan. and July	New York.	1913	....	1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York	1902	75
4th (now 3d) Mortgage guar.....	1,000,000	7	" "	" "	1892	112	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120	1st Mortgage for \$23,000 p.m....	1,064,000	8	Jan. & July.	New York	1891	....
Clev., Patnersville & Ashtabula:							2d Mortgage.....	500,000	7	May and Nov.	"	1888	....
Regist'd b'ds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1880	....	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	115	1st Mort. \$16,000 p. m. guar....	1,170,000	8	June & Dec.	New York.	1907	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	"	1881	....
1st Mort. a.s. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	116	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	" "	1886	117	1st Mortgage.....	2,235,000	7	Jan. & July.	Boston.	1907	113
Celebrookdale:							1st Mort. (Lonia and Lansing)...	770,000	8	" "	New York	1889	....
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. (")	81,000	8	May & Nov.	"	1880	....
Colorado Central (8 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	1st Mortgage, (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1876	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	" "	"	1876	....
1st Mortgage Consol. skg fund.....	10,428,000	7	April & Oct.	New York.	1908	804	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1876	....
2d Mortgage skg fund.....	8,992,000	7	Feb. & Aug.	" "	1909	82	2d Funded Coup. (")	875,734	7	May & Nov.	"	1876	....
Income convertible.....	3,947,000	7	" "	" "	1890	434	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
1st Mort. (Chic. and Gt. Eastern)	451,000	7	April & Oct.	" "	'93-'96	....	2d Mort. (")	100,000	7	Jan. & July.	"	1878	....
2d Mort. (")	341,400	7	Jan. & July.	" "	"	....	3d Mort. (")	250,000	8	Feb. & Aug.	"	1846	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....	Bonds of Sept. 1, 1886.....	110,000	7	March & Sept.	"	1886	....
1st M., a.s. (")	23,650	7	May & Nov.	" "	1896	....	Bonds of June 30, 1886.....	1,702,317	6*	Jan. & July.	"	1886	....
1st Mort. Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" "	1904	....	1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1906	1.9
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	Jan. & July.	" "	1882	....	1st Mort. guar. by C., B. and Q.	545,506	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol., Logansp't & Bur.)	581,000	7	Feb. & Aug.	" "	1884	....	Dubuque and Sioux City:						
Income (")	74,024	7	" "	" "	"	....	1st Mortgage 1st div.....	298,000	7	Jan. & July.	New York.	1883	104
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....	1st Mortgage 2d division.....	585,000	7	" "	"	1894	....
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred.....	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (2d on main)	300,000	7	Jan. & July.	" "	1880	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
General Mortgage.....	634,000	7	" "	" "	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1906	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
New Mortgage for \$1,500,000....	1,253,500	7	April & Oct.	Boston.	1893	1104	East Brandywine & Waynesboro:						
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	118
1st Mortgage skg fund.....	.....	6	March & Sept.	Boston.	1878	....	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	169
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	2d Mortgage.....	190,000	4	" "	"	'82-'8	....
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	636,000	6	" "	"	'80-'86	....
1st Mort. ABOD & E\$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4	111	Company Bonds (" new)	135,400	6	" "	"	1876	....
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1886	100
Cowanesque Valley:							Loan of 1867.....	.....	7	" "	"	1887	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Loan of 1868.....	.....	6	" "	"	'88-'89	....
2d Mortgage.....	160,000	7	May & Nov.	" "	1882	....	Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes.....	.....	7	" "	"	1892	....
1st Mortgage.....	808,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes.....	.....	7	" "	"	'83-'84	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....	Sinking Fund Bonds.....	.....	7	May & Nov.	"	1894	....
Cumberland Valley:							Sterling Sink. Fd. Bonds.....	3,149,500	6*	March & Sept.	London.	1893	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Certif. of Indebt. Sept. 1, 1876..	13,851,500	44*	" "	Boston.	1906	144
2d Mortgage.....	109,500	8	" "	" "	1908	....	Eastern Shore (Md.):						
Plain bonds.....	81,900	6	" "	" "	1884	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Danbury and Norwalk:							2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....	Elizabethtown and Paducah:						
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1880	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	Income Mortgage guaranteed..	570,000	5	April & Oct.	"	1882	87
2d Mortgage.....	300,000	7	" "	" "	1886	....	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	1184
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1900	....	2d Mortgage.....	2,174,000	6*	March & Sept.	"	1919	1054
Davenport and S. Paul:							3d Mortgage.....	4,852,000	7	" "	"	1883	1074
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	1034
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	109
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Buffalo Branch, 1st mortgage....	182,900	7	Jan. & July.	"	1891	....
2d Mortgage, guar.....	428,000	7	March & Sept.	" "	1884	....	Long Jock Mortgage.....	3,000,000	7	June and Dec.	"	1893	113
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	....	1st Consol Mortgage gold....	16,686,000	7*	March & Sept.	NY & London.	1920	122
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'86-'94	....	1st Consol Mort. Coup. Bonds.	3,688,000	7*	" "	"	1920	584
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage.....	138,000	7	June & Dec.	" "	1879	....	2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	" "	" "	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	1074
Dayton and Western (L. M. R.R.):							Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage (")	495,000	6*	Jan. & July.	" "	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	Evanville and Crawfordsville:						
Delaware and Bound Brook:							1st Mortgage (\$1 miles) skg. fund	302,					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	114
Flushing, North Shore and Cent.:							2d Mortgage.....	267,500	7*	Feb. & Aug.	"	1896	108 1/2
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1896	60
2d Mort. ("")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.)....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)..	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund..	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)..	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1906	....
1st Mort. (N. Y. & Flushing)..	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnston & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	115 1/2
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee..	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Blooming. & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	75
2d Mortgage.....	600,000	8	"	"	1896	....	1st Mortgage Extension gold..	5,500,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	60
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Elkhorn & Mo. (S.O. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
Galena & Ohio Union (C. & N. W.):							1st Mortgage a. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	105	Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds ("")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Genova, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, a. f. id., guar.	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	'78-'88	....
Georgia (and Banking):							Equipment Bonds, registered....	375,000	10	"	"	1883	6 1/2
Company bonds (debentures)....	425,000	7	Jan. & July.	Augusta	'80-'90	....	1st Mort. (Ind. & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Company bonds (debentures)....	1,166,000	6	"	"	"	....	1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
Utman, Clinton & Springfield:							2d Mort. ("") guar.	1,497,000	7	Jan. & July.	"	'77-'82	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	Indianapolis and St. Louis:						
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	1st Mortgage.....						
Goshen and Deckertown (Erie):							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....				"	1919	....
Grand Rapids & Indiana:							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage L. G. guar. gold..	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	....
1st Mort. L. G. not guar. gold..	2,003,000	7*	April & Oct.	"	1899	....	Ionia and Lake & Saginaw (M.C.):						
Grand River Valley (Mich. C.):							1st Mortgage guar. by Sar.	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees..	1,000,000	8	Jan. & July.	New York.	1888	109	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage.....	500,000	8	March & Sept.	"	1909	108 1/2	Iowa Falls and Sioux City:						
Grand Trunk (Can.):							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	108 1/2
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Midland (C. & N. W.):						
Equipment B'ds No. 2 \$250,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	120
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Ironton (Penn.):						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,689,040	4*	"	"	"	....	Ithaca and Athens (Penn.):						
3d Preference Bonds \$7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage gold, a. f. fund....	600,000	7*	Jan. & July.	New York.	1890	....
Provincial Debenture \$3,111,500	15,567,500	....					Jackson, Lansing & Saginaw (M.C.):						
Great Western of Canada:							1st Mortgage guar.....	1,092,000	8	Jan. & July.	New York.	1885	109 1/2
Mortgage Bonds \$127,000....	635,000	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890	107 1/2
Mortgage Bonds \$347,000....	2,735,000	5 1/2	April & Oct.	"	'77-'78	....	Consolidated Mortgage (235 m.)	1,943,000	8	March & Sept.	"	1891	106 1/2
New Bonds \$1,000,000....	5,000,000	6	June & Dec.	"	1890	....	Jacksonville, North West & S. East:						
Debenture Bonds \$1,743,100...	8,715,900	5	Jan. & July.	"	Perp.	....	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
Great Western Railway of 1889:							Jacksonville, Pennac. and Mobile:						
1st Mort., a. f. by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	109 1/2	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	102 1/2	2d Mortgage.....	3,000,000	8	"	"	1899	....
Green Bay and Minnesota:							Jamestown & Frank. (L.S. & M.S.):						
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	1st Mortgage guaranteed.....	397,000	7	Jan. & July.	New York.	1897	....
Greenville and Columbia:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar. by S. Car....	1,423,548	7	Jan. & July.	Columbia.	'81-'86	....	Jefferson (Erie):						
1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	....	1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	108
Greenwich and Johnsonville:							2d Mort. ("")	84,000	7	"	"	1889	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1890	....
Gulf, Western Texas and Pacific:							Jeffersonville, Madison & Indian:						
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
Hannibal and Naples (T. W. & W.):							2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1893	....	1st Mortgage (Ind. & Mad.) guar.	297,000	7	May & Nov.	"	1881	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	Jersey City and Albany:						
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	110	1st Mortgage (Ridgefield Park)...	300,000	7	May & Nov.	"	1912	....
2d Mortgage.....	250,000	7	"	"	1892	....	Joliet and Chicago (C. & Alton):						
Hannibal and St. Joseph:							1st Mortgage a. f. fund guar....	306,000	8	Jan. & July.	New York.	1882	108 1/2
1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	1894	....	Junction, Philadelphia:						
Missouri State Loan:							1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
15 years' bonds (277 m.)....	4,000,000	6	March & Sept.	"	'85-'87	108 1/2	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (Q. & Palm R.R. 15 m.)	433,670	8	Feb. & Aug.	"	1892	....	Junction and Breakwater:						
1st Mort. (K. City & Can. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1892	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
General Land Mortgage (277 m.)	492,000	7	"	"	1888	Kalamazoo, Allegan & Gr. Rapids:	</					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1891	100
1st Mort. (2d Div. 233.94 m.) gold..	4,083,000	6*	June & Dec.	"	1896	103	1st Mort. (L. Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	100
1st M. (3d Div. 244.66 m. & 3,000,000 a.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	106	New Mort. (L. Cin. & L. R. W.)	275,300	7	April & Oct.	"	1907	100
1st Mort. (1,000,000 acres) gold..	1,722,250	7*	March & Sept.	N. Y. & St. Lo.	1896	117	Louisville and Nashville:						
1st Mort. (2,000,000 acres) gold..	1,500,000	7*	Jan. & July.	N. Y. L. & F.	1896	101	Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1888	103
2d Mort. (") gold..	1,500,000	7*	March & Sept.	"	1896	101	Mort. main office lot & buildin.	60,000	7	"	Louisville.	1888	100
1st Mort. (Leavenworth Branch)	600,000	7*	May & Nov.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	1900	100
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	1896	96-97	1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	100
3d Mortgage (Income).....	4,276,350	7	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Memph. & Clarksv. Br.)	2,200,000	6*	Feb. & Aug.	"	1902	100
Kent County (Del.):							1st Mort. (") (") (") (")	1,000,000	7	Mar. & Sept.	"	1907	110
1st Mortgage for \$900,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	100	Consol. M. for \$8,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1899	110
Kentucky Central:							Louisville Loan.....	850,000	6	"	"	1896	100
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	100	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	100
3d Mortgage.....	237,000	7	June & Dec.	"	1885	100	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	100
Keokuk and Des Moines:							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	100
Funded Interest.....	254,300	8	"	"	1884	100	Macon and Augusta:						
Keokuk and St. Paul (O.B. & Q.):							1st Mortgage end by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897	100
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	100	1st Mortgage not endorsed.....	100,000	7	"	"	1887	100
La Crosse, Trempealeau & Prescott:							Construct. Mort. end by Ga. R.R.	370,000	7	"	"	1879	100
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	100	Macon and Brunswick:						
Laf. Blooming. & Miss. (T.W. & W.):							1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	100
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	100	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1900	100
Laf. Muncie & Bloom. (T.W. & W.):							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	100
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	100	Equipment Mortgage.....	150,000	7	"	"	1879	100
Lake Erie and Louisville:							Madison and Portage:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	100	1st Mort., guar. by Chi. and Sup.	600,000	7	April & Oct.	New York.	1890	100
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	100	Mehoning Coal:						
Lake Ontario Shore:							1st Mortgage.....	1,430,000	7	Jan. & July.	New York.	1902	100
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	100	Maine Central:						
Lake Shore & Michigan South'n:							Consolidated Mortgage.....	2,796,500	7	April & Oct.	Boston.	1912	103
Sinking Fund Mortgage.....	1,000,000	7	April & Oct.	New York.	1879	100	\$1,100,000 Loan, tax free.....	756,900	6	Jan. & July.	"	1898	100
Consol. Mort., S.F. Regist'd.....	9,411,000	7	Jan. & July.	"	1900	124	Extension (gold) Loan.....	498,500	6	April & Oct.	"	1900	100
Consol. Mort., S.F. Coupon.....	10,400,000	7	Jan. & July.	"	1900	122	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1880	100
2d Consol. Mort. for \$25,000,000.	10,400,000	7	Jan. & July.	"	1900	115	\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Jan. and July.	Boston.	1880	100
Bonds of 1892 (Reg. & Coupon)	2,706,000	7	Jan. & July.	"	1882	118	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	100
Lake Shore Dividend Bonds.....	1,356,000	7	Jan. & July.	"	1899	118	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1885	100
Reg. Mort. (Clev., Pain, & Ash.)	920,000	7	Jan. & July.	"	1880	100	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1878	100
2d Mort. (") " " " " "	920,000	7	Jan. & July.	"	1880	100	1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	100
1st Mort. (Mich. " & Nor. Ind.)	5,256,000	7	Jan. & July.	"	1885	100	Bath (Androscoggin) Loan.....	426,000	6	"	"	1891	100
2d Mort. (") " " " " "	5,256,000	7	Jan. & July.	"	1885	100	Mansfield & Framing. (C.C. & F.):						
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	100	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	100
2d Mort. (") " " " " "	819,000	7	Jan. & July.	"	1885	100	Marietta and Cincinnati:						
Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	100	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	102
Mort. Bonds (") " " " " "	300,000	7	Jan. & July.	"	1882	100	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	108
Mort. Bonds (") " " " " "	300,000	7	Jan. & July.	"	1882	100	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1890	100
Mort. Bonds (") " " " " "	300,000	7	Jan. & July.	"	1882	100	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	100
1st M. (Det. & Monroe & Toledo)	924,000	7	Jan. & July.	"	1890	100	4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	100
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	100	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	100
1st M. (School. & Three Rivers)	100,000	8	Jan. & July.	"	1887	100	Marietta, Pittsburg & Cleveland:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Marquette, Houghton & Ontonagon:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage (Marq. & Ont.)	1,700,000	8	Jan. & Dec.	New York.	1892	113
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	113
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Consolidated Mortgage.....	1,454,000	9-10	Various.	"	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Massachusetts Valley (C. & P. R.):						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1889	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Maryland and Delaware:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	2d Mortgage.....	150,000	6	June & Dec.	"	1889	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Massillon & Clev. (C.M.V. & D.):						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Maysville and Lexington:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Memphis and Charleston:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1886	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Tennessee State Loan.....	1,314,142	6	"	"	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Income Bonds.....	600,000	10	March & Sept.	"	1878	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Memphis and Little Rock:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	2d Mortgage.....	1,000,000	8	"	"	1890	100
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Metropolitan Elevated:						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mortgage \$ or £.....	3,400,000	6*	Jan. & July.	New York.	1908	102
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	Michigan Air Line (Mich. Cent.):						
1st M. (Kalam. & Schoolcraft)	100,000	8	Jan. & July.	"	1887	100	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890</	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B. O. R. & N.)	\$ 160,000	7*	Jan. & July.	New York.	1911	102	N. O. Jack. & Gt. N. (N. O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.							1st Mortgage	1,600,000	8	April & Oct.	"	1890	....
Minnesota Valley (O. & N. W.)	150,000	7	April & Oct.	New York.	1908	....	2d Mortgage for \$3,000,000	1,600,000	8	"	"	1890	....
1st Mortgage							New Orleans, Mobile and Texas:						
Mississippi Cent. (N. O. St. L. & Chi.)	1,012,500	7	May & Nov.	New York.	74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1916	....
2d Mortgage	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1916	....
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1916	....
Mississippi, Ouachita & Red Riv.							New York, Boston and Montreal:						
1st Mortgage gold	2,040,000	7*	Jan. & July.	.....	1900	....	1st Mortgage for \$12,250,000	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.)						
1st Mortgage, Series A	1,000,000	8	April & Oct.	Memphis.	1902	....	1st Mort. for \$200,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
2d Mortgage, Series B	1,100,000	8	Jan. & July.	"	1902	....	New York Central & Hudson R.						
Mississippi Valley and Western:							Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	105
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
Missouri, Iowa and Nebraska:							Bonds for R. R. Stocks (")	592,000	6	"	"	1883	104
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....	Bonds for Real Estate (")	167,000	6	"	"	1883	102
Missouri, Kansas and Texas:							Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	1887	108
1st Mort. (U. Pac. S. Br.) skg fund	2,645,000	6*	Jan. & July.	New York.	1899	....	2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1886	111
1st Mort. (Teb. & Neesho) S. F.	349,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	103	1st Mort., coup. } for \$80,000,000	18,465,000	7	Jan. & July.	"	1903	130
First Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	....
Second Add. Consol. Mort.	1,183,000	7	"	"	1906	62	New York and Harlem:						
Third Additional Consol. Mort.	600,000	7	"	"	1906	....	Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	New York.	1881	....
Missouri River, Ft. Scott & Gulf:							Consol. Mort. of 1872, coupon.	10,500,000	7	May & Nov.	"	1900	126
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	86	Consol. Mort. of 1872, reg.				"	1900	124
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bos.	1890	....	New York Elevated:						
Mobile and Girard.							1st Mortgage	5,500,000	7	Jan. & July.	New York.	1906	114
1st Mortgage	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:						
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	"	"	1889	....	1st Mortgage	1,500,000	7*	April & Oct.	New York.	1902	....
Plain bonds	35,500	8	"	"	1887	....	New York, Kingston & Syracuse:						
Mobile and Montgomery:							1st Mort. for \$4,000,000	2,500,000	7*	Jan. & July.	New York.	1902	....
1st Mort. end. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	New York, N. Haven & Hartford:						
2d Mortgage	800,000	8	"	"	1900	....	1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
Mobile and Ohio:							New York and New England:						
1st Mortgage Sterling	5,638,000	6*	May & Nov.	Mo. & Lond.	1883	....	1st mortgage, old	.....	7	March & Sept.	Boston.	1884	....
Interest bonds	1,524,300	8	"	"	76-'83	....	1st mortgage, new	4,708,000	7	Jan. & July.	"	1905	111
Sterling Interest bonds	769,920	6*	"	"	1883	....	New York and Oswego Midland:						
Tennessee Substitution Bonds	1,268,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	1st Mortgage gold, tax free	8,000,000	7*	Jan. & July.	New York.	1894	....
Special Mort. (Gainesville Br'h)	58,000	8	May & Nov.	Mobile.	1877	....	2d Mortgage convertible	2,500,000	7	May & Nov.	"	1896	....
2d Mortgage	1,463,858	8	March	"	1877	....	2d Mortgage non-convertible	1,500,000	7	"	"	1896	....
Consol. Mort. for \$15,000,000	.....	7*	Jan. & July.	N. Y. & Lond.	1904	....	3d Mort., Equipment	3,800,000	7	.....	"	....	....
Convertible 5 per cent. bonds	977,560	8	M. J. S. & D.	New York.	....	....	1st Mort. (West. Extension)	2,425,000	7	.....	"	....	....
Montclair (N. Y. and O. Mid.)							Consolidated Mortgage	1,200,000	7	.....	"	....	....
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	New York, Providence & Boston:						
2d Mortgage	780,000	7	.....	"	....	....	Extension Bonds	50,900	6	May & Nov.	New York.	78-'81	....
Income Mortgage	888,400	7	.....	"	....	....	General Mort. for \$1,000,000	1,000,000	7	Jan. & July.	"	1899	....
Montgomery and Erie (Erie):							Norfolk & Petersburg (A. M. & O.):						
1st Mortgage	127,900	7	May & Nov.	New York.	1888	....	1st Mortgage	305,000	8	Jan. & July.	New York.	1877	....
2d	47,000	7	April & Oct.	"	1887	....	1st Mortgage	157,000	7	"	"	1877	....
Montgomery and Eufaula:							2d Mortgage	454,000	8	"	Norfolk.	1893	109
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed	320,000	8	June and Dec.	"	1900	....	1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
Monticello and Port Jervis:							1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, tax free	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage	232,500	8	"	"	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	131	1st Mortgage	3,000,000	7	Jan. & July.	New York.	1895	119
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	114	North Pennsylvania:						
Convertible bonds	384,000	7	Jan. & July.	"	1900	103	1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	108
Construction bonds	573,000	7	Feb. and Aug.	"	1889	103	2d Mortgage	1,500,000	7	May & Nov.	"	1896	116
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	113	General Mortgage	2,035,000	7	Jan. & July.	"	1903	116
Special Mortgage	1,025,000	7	.....	"	....	....	North Shore (Flush., N. S. & Cent.):						
Consol. mort. for \$25,000,000 guar	3,239,000	7	June & Dec.	"	1915	109	1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Nashville, Chattanooga & St. Louis:							Northern Central:						
1st Mort., endorsed by Tenn.	1,100,000	6	Jan. & July.	New York.	74-'83	....	1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	"	"	81-'91	....	2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	109
New Mortgage	4,700,000	7	"	"	1913	114	3d Mortgage Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
Nashville and Decatur (L. & Nash):							Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	112
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	112	Mortgage registered	205,000	6*	April & Oct.	"	1900	....
2d mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....	Consol. Gen. Mort. S. F. Coup.	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	108
Nashua and Lowell.							Consol. General Mort. Coupon	1,835,000	6*	"	"	1894	....
Bonds for freight depot.	200,000	6*	Feb. & Aug.	Boston.	1892	111	Second General Mort. coupon	3,000,000	6	"	Baltimore.	1926	50
Newark & New York (O. of N. J.):							Second General Mort. coupon	1,000,000	6	"	"	1926	....
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):						
Newark, Somerset & Straitsville:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey O	1878	....
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	98	Northern Pacific:						
New Bedford:							1st Mort. on R. R. & lands gold.	529,400	7.3	Jan. & July.	New York.	1900	80
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98	Northwestern Virginia:						
New Issue for \$360,000	400,000	7	"	"	1894	105	3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	108
New Haven and Derby:							Northwestern Union (O. & N. W.):						
1st Mortgage	525,000	7	Various.	New Haven.	98-'00	....	1st Mortgage	3,500,000	7*	March & Sept.	New York.	1917	....
New H. Middlet'n & Willman:							Norwich & Worcester (B. H. & K.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd.	400,000	6*	Jan. & July.	Boston.	1877	....
2d Mortgage	2,000,000	7	.....	"	1881	....	Construction Bonds	400,000	6	March & Sept.	"	1897	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free	750,000	6	April & Oct.	"	80-'82	....	Ogdensburg and Lake Champlain:						
Holyoke and Westfield bonds	300,000	7	"	"	1891	....	Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94
New Jersey Midland (N. Y. & O. M.):							Equipment Mortgage	200,000	8	"	"	1879	94
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Sinking Fund Bonds	392,000	8	March & Sept.	"	1890	101
2d Mortgage	1,500,000	7	"	"	1881	....	Ohio and Mississippi:						
New Jersey and New York:							Consolidated Mort. Bonds	3,067,000	7	Jan. & July.	New York.	1898	117
1st Mortgage	500,000	7*	March & Sept.	N. Y. & Lond.	1893	....	Consolidated S. F. Mortgage	3,478,000	7	"	"	1898	117
New Jersey Southern:							Consolidated Mort., Sterling	112,000	7*	"	London.	1898	....
1st Mortgage	2,000,000	7	May & Nov.	New York.	1889	39	2d Consol. Mort. & S. F. Bonds	3,564,000	7	April & Oct.	New York.	1911	111
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
2d Mortgage	1,000,000	7	March & Sept.	"	1881	....	Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
Consol. Mort. for \$7,000,000	4,300,000	7	April & Oct.	"	1908	....	1st Mort. (Springfield Division)	1,915,000	7	May & Nov.	"	1905	80
Income Mortgage	710,000	7	"	"	1881	....	Old Colony:						
New Jersey Wye Lane							Plain Bonds	1,100,000	6	March & Sept.	Boston.	1890	110
1st Mort. sold for \$2,000,000	1,300,000	7*	May & Nov.	New York.	1909	....	Plain Bonds	32,000	6	"	"	1894	99
New London Northern (Conn. V.):							Plain Bonds	1,450,000	6	Feb. & Aug.	"	1897	109
1st Mortgage	303,000	6	April & Oct.	New York.	1885	104	New Bonds for \$3,000,000	1,592,000	7	March & Sept.	"	1894	119
2d Mortgage	892,000	7	June and Dec.	"	1892	....	Cape Cod Railroad Bonds	265,400	7	Feb. and Aug.	"	1881	105

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):	\$						Philadelphia, Wilmington & Balt:	\$					
1st Mortgage.....	5,000,000	7	April & Oct.	Philadelphia.	1896	99	Mortgage Loan, convertible	355,500	6	Jan. & July.	Phila. & Bos.	1884	....
Omaha and Northern Nebraska:							Loan of 1897.....	1,000,000	6	April & Oct.	"	1887	....
1st Mort. Land Grant, Gold....	618,000	7 1/2	Jan. & July.	New York.	1901	..	Loan of 1872.....	700,000	6	"	"	1892	....
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	"	"	1900	....
1st Mortgage.....	742,000	7	F. M. A. & N.	New York.	1897	..	Pickering Valley (Phila. & Rdg.):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	332,800	7	April & Oct.	Philadelphia.	1890	....
1st Mortgage.....	1,034,000	8	June & Dec.	Boston.	1896	....	Pittsburg and Lake Erie:						
Oregon and California:							1st Mortgage.....	2,000,000	6 1/2	Jan. and July.	New York.	1923	....
1st Mortgage, gold.....	10,960,500	7 1/2	April & Oct.	Frankfort.	1890	....	Pittsburg, Chi. & St. Louis ("A.")						
Ogea Valley & Southern Kansas:							1st Mort. (Col. & Newark Div.)	450,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mortgage (5-20 year s).....	200,000	10	Jan. & July.	New York.	73-88	....	1st Mort. (Staub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Oakosh & Miss. (C. M. & St. P.):							Consol. Mortgage for \$10,000,000	6,441,000	7	Feb. and Aug.	Philadelphia.	1900	116
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	Consolidated 2d Mortgage.....	2,600,000	7	April & Oct.	"	1913	....
Oswego and Rome (R. W. & O.):							Pittsburg, "T. Wayne & Chicago:						
1st Mortgage.....	350,000	7	May & Nov.	New York.	1915	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	....
Income Mortgage.....	203,000	7	Feb. & Aug.	"	1891	....	1st Mortgage (Series B).....	875,000	7	Feb. and Aug.	"	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage, guaranteed.....	121,000	7	May & Nov.	New York.	78-85	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Consolidated Mortgage.....	338,000	7	Mar. & Sept.	"	1907	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ottawa, Oswego and Fox River:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1-12	....
1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....	2d Mortgage (Series G).....	880,000	7	Jan. and July.	"	1912	131
Pacific of Missouri:							2d Mortgage (Series H).....	880,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1889	100	2d Mortgage (Series I).....	840,000	7	March & Sept.	"	1912	....
2d Mortgage sinking fund.....	2,660,000	7	Jan. & July.	"	1891	....	2d Mortgage (Series J).....	880,000	7	April and Oct.	"	1912	....
2d Mortgage.....	4,500,000	7	May & Nov.	"	1891	....	2d Mortgage (Series K).....	880,000	7	May and Nov.	"	1912	....
St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....	2d Mortgage (Series L).....	880,000	7	June and Dec.	"	1912	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	3d Mortgage (Series M).....	2,000,000	7	April and Oct.	"	1912	20
1st Mort. (Carondelet Branch).	250,000	6 1/2	April & Oct.	"	1893	..	Construction bonds of Jan. 1, 70	1,000,000	7	Jan. & July.	"	1887	....
Paducah and Elizabethtown:							Equipment bonds-renewed.....	1,000,000	8	March & Sept.	"	1884	....
1st Mortgage.....	216,000	8	Feb. & Aug.	New York.	1897	....	Pittsburg, Va. and Charleston:						
Second Mortgage Income.....	1,200,000	7	April.	"	1897	....	1st Mortgage.....	1,583,000	7	April & Oct.	New York.	1902	....
Panama:							Pittsburg and Connellsville:						
General Mortgage, stg. £797,800	3,977,308	7 1/2	April & Oct.	London.	1897	....	1st Mortgage.....	4,000,000	7	Jan. and July.	Baltimore.	1898	116 1/2
Paris and Danville:							1st Mort. (Turt. Cr. Div. 10m)	326,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage.....	2,500,000	7	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. guar. by B. & O.	6,500,000	6 1/2	Jan. and July.	London.	1926	....
Paterson, Newark & N. Y. (Erie):							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland & Ogdensburg (Me. & N. H.)						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage, gold.....	784,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage, guar. need.....	1,076,000	7	Feb. & Aug.	New York.	1900	....	New Mort. gold, for \$3,300,000.	1,865,000	6 1/2	May and Nov.	"	1901	....
Pemberton & Elights (U. C. of N. J.)							Portland & Ogdensburg (Vt.):						
1st Mortgage, guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mortgage, gold.....	2,300,000	6 1/2	May and Nov.	N. Y. & Bos.	1891	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harrisburg to Pittsb.)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103 1/2	1st Mort. (Portland Loan) skg. fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,993,760	6	J. A. J. & O.	"	1910	117	1st Mortgage (equa. lien).....	380,000	7	April & Oct.	"	1887	....
General Mortgage, registered.	22,301,540	6 1/2	Jan. & July.	London.	1905	114	2d Mort. (Portland Loan).....	450,000	7	March & Sept.	"	1891	....
Consolidated Mortgage.....	4,091,675	6 1/2	April & Oct.	Philadelphia.	77-90	....	Port Royal and Augusta:						
State lien for \$1,500,000, skg. fd.	1,000,000	6	Jan. & July.	"	1881	....	1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Navy Yard bonds, res.....	3,000,000	6 1/2	Jan. & July.	"	1881	....	Income bonds.....	1,500,000	6 1/2	"	"	1899	....
Ca. Trust bonds (S. F. 10 p. c.)	6,000,000	6	.....	.....	.....	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania Company:							Bonds guar. by Eastern R. R.	486,000	4 1/2	June & Dec.	Boston.	1897	78
Judgment bonds.....	6,400,000	6	.....	Philadelphia.	Dom.	....	Poughkeepsie, Hart & Boston:						
Registered bonds.....	3,200,000	6	J. A. J. & O.	"	1907	106	1st Mort. for \$300,000.....	35,000	...	.....	.....	...	....
Pennsylvania Coal:							2d Mortgage.....	500,000	...	.....	.....	...	....
1st Mortgage.....	462,000	7	Feb. & Aug.	New York.	1881	....	Providence and Springfield:						
Pennsylvania and Delaware:							1st Mortgage.....	500,000	7	Jan. & July.	Providence.	1892	....
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Providence and Worcester:						
2d Mortgage.....	19,000	7	April & Oct.	"	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
Pennsylvania & New York (L. V.):							New bonds.....	650,000	6	"	"	1897	....
1st Mortgage, guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	120	Quincy, Alton and St. Louis:						
1st Mortgage, guaranteed.....	1,500,000	7	"	"	1906	123	1st Mort. (as by C. B. & Q.)	340,000	6	Feb. & Aug.	Boston.	1892	....
Peoria & Bureau Val. (C. R. L. & P.):							Quincy and Palmyra:						
1st Mortgage, guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893	....	1st Mort. assumed by H. & St. J.	433,000	8	Feb. & Aug.	New York.	1892	....
Peoria, Pekin and Jacksonville:							Quincy and Toledo (T. W. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
2d Mort. conv. & tax free.....	1,000,000	7	April & Oct.	"	1900	....	Quincy & Warsaw (C. B. & Q.):						
Perkinston (Phila. and Rdg.):							1st Mortgage, guaranteed.....	720,000	4	Jan. & July.	Boston.	1890	....
1st Mortgage.....	799,800	6	April & Oct.	Philadelphia.	1887	....	Raleigh and Gaston:						
Consol. Mort. gold S. F.	1,135,000	6 1/2	June & Dec.	"	1913	....	1st Mortgage.....	820,000	8	Jan. & July.	Phil. & Balt.	1898	....
Petersburg:							Reading and Columbia (P. & R.):						
1st Mortgage (instalments).....	500,000	8	Jan. & July.	New York.	72-96	....	1st Mort. Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1892	....
2d Mortgage.....	500,000	8	May & Nov.	"	1902	....	2d Mort. Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
Philadelphia and Atlantic City:							1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	Rensselaer and Saratoga:						
Philadelphia and Balt. Central:							Consol. Mort. for \$2,000,000...	1,925,000	7	May & Nov.	New York.	1921	128
1st Mortgage (Penn. Div. 301 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mortgage and Connecticut.	800,000	7 1/2	.....	.....	...	....
2d Mortgage (Md. Div. 91 m.)	300,000	6	"	"	1891	....	Richmond and Danville:						
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	Virginia State Loan, skg. fd....	508,000	6	Jan. & July.	Richmond.	1890	....
Philadelphia and Erie (Penn.):							1st Mortgage.....	109,400	6	"	"	1876	....
1st Mort. (Schenectady & Erie 40m)	976,000	7	April & Oct.	Philadelphia.	1897	117	1st Mort. (Piedmont branch)...	500,000	6 1/2	.....	"	1888	....
1st Mort. (\$8,000,000 are sterling)	5,000,000	6 1/2	"	Phil. or Lond.	1881	107 1/2	1st Mort. (Northwestern, N. Y.)	500,000	6 1/2	April and Oct.	N. Y. or Rich.	1888	....
2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia.	1888	112 1/2	Consolidated Mortgage.....	1,707,000	6 1/2	May and Nov.	New York.	78-90	....
General Mort. for \$20,000,000...	8,680,000	6	"	Phil. or Lond.	1920	....	Gen'l Mort. gold for \$5,000,000...	1,728,400	6 1/2	April & Oct.	"	1904	....
Philadelphia and Reading:							R. ch., Fredericksburg & Potomac:						
Loan of 1898, debenture.....	1,128,500	6	Jan. & July.	Philadelphia.	1893	....	Sterling Loan.....	57,327	6 1/2	Jan. & July.	London.	78-96	....
Mort. Loan of 1842-44-48 & 49.	1,510,500	6	"	"	1910	....	Dollar Loan.....	180,000	7	"	Richmond.	78-90	....
Mortgage Loan of 1868.....	2,700,0												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110 1/2	1st Mortgage Sterling.....	1,482,667	5 1/2	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	1,061,500	7	" " "	New York.	'78-'81	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	" "	1902	....
2d Mort. (" ").....	17,500	6	" " "	" "	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	" "	1876	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	" "	'80-'92	....
St. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8 1/2	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	5,500,000	8 1/2	" " "	" " "	1900	....	2d Mort. " " "	200,000	7	" " "	" "	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	" "	1884	....
1st Mortgage skg fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....	South and North Alabama.						
1st Mortgage skg fd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....	1st Mort., endor. by Ala. gold....	391,000	8 1/2	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....	Sterling Mort., guar. by L. & N.	£1,038,000	6 1/2	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	104	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	" " "	" "	1884	92	1st Mortgage gold, assumed....	7,194,500	6 1/2	Jan. & July.	New York.	1888	105
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	118	South Side, Va. (A., M. and O.):						
2d Mort. (" ").....	6,000,000	7 1/2	May & Nov.	" "	1897	100 1/2	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7 1/2	June & Dec.	" "	1897	102	2d preferred bonds.....	621,000	6	" " "	" "	'84-'90	94
1st Mort. (Calro, Ark. & Tex.)	1,500,000	7 1/2	" " "	" "	1897	101 1/2	3d preferred bonds.....	452,800	6	" " "	" "	'84-'90	91
Consolidated Mortgage.....	1,500,000	7	" " "	" "	1899	....	Southern Central (N. Y.):						
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	2d Mortgage " " "	600,000	7 1/2	March & Sept.	" "	1882	108
2d Mortgage.....	548,000	7	Jan. & July.	" "	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7 1/2	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	116	southern of L. L.						
Real estate & 2d M. for \$3,000,000	2,993,000	7	March & Sept.	" "	1895	167	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Slink. Fund.....	1,500,000	7	May & Nov.	" "	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6 1/2	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	Apr. & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	" "	1890	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	" " "	" "	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6 1/2	April & Oct.	New York.	....	97 1/2
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	" "	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7 1/2	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	113	2d Mortgage gold.....	85,000	7 1/2	" " "	" "	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1895	106 1/2	South Western (Gen. of Ga):						
2d Mortgage (B.) convertible.....	1,000,000	7	" " "	" "	1893	....	1st Mortgage (Muscoogee) conv...	391,000	7	various.	Macon.	'72-'76	....
St. Louis and San Francisco:							2d Mortgage " " "	300,000	7	" " "	" "	'72-'76	....
2d Mortgage A for \$500,000....	319,840	6 1/2	May & Nov.	New York.	1900	95 1/2	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000...	4,959,142	2 1/2	" " "	" "	1900	75	1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	" " "	" "	1879	....
1st Mort. (St. Paul to St. Anth.) 10m.	120,000	8 1/2	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watash) 80m.	366,000	7	Jan. & July.	" "	1892	....	1st Mortgage.....	418,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....	Springfield & Illinois S. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7 1/2	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7 1/2	Feb. & Aug.	New York.	1899	....
2d M. (do.) R. R. & Lands.	8,500,000	7 1/2	" " "	" "	....	....	2d Mortgage gold, tax free.....	446,000	7 1/2	April & Oct.	" "	1900	....
General Mortgage for \$15,000,000	8,500,000	7 1/2	" " "	" "	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund....	500,000	7 1/2	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
Salem (West Jersey):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	Stanstead, Shefford and Chambly:						
Salem and Lowell (B. & L.):							1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
1st Mortgage.....	226,800	6	Feb. & Aug.	Boston.	1878	80	Sullivan (Central Verm.):						
Sand., Mansfield & Newark (B. & O.)							2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	Sullivan and Erie:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Summit Branch:						
Savannah, Albany & Gulf (A & G):							1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Sunbury and Lewiston:						
Savannah and Charleston:							1st Mortgage gold.....	1,200,000	7 1/2	April & Oct.	Philadelphia.	1890	....
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Income Mort. gold.....	200,000	6 1/2	" " "	" "	1891	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Susquehanna, Bridge & Erie Junc. (E.):						
Funded Interest Bonds, guar....	111,800	7	" " "	New York.	1889	....	1st Mortgage.....	1,000,000	7	" " "	New York.	....	....
Savannah, Griffin & North Ala.:							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	114
Savannah and Memphis:							2d Mortgage (now 1st).....	270,000	7	June & Dec.	" "	1887	....
1st Mort., gold, endor. by State.	16,000pm	8 1/2	May and Nov.	New York.	1890	....	Syracuse and Chenango Valley:						
Schenectady & Susq. (D. & H. Can.)							1st Mort. gold, for \$500,000....	500,000	7 1/2	Feb. and Aug.	New York.	1891	....
1st Mortgage gold, tax free.....	400,000	7 1/2	Jan. & July.	New York.	1900	....	Tebow and Neosho (M. K. & T.):						
Schoolcraft & Three R. (LS & MS):							1st Mortgage gold, skg fund....	1,163,000	7 1/2	June & Dec.	New York.	1903	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Terre Haute & Indianapolis:						
Seaboard and Roanoke:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Bonds of 1873 for \$1,600,000....	516,000	7	" " "	" "	1894	....
Selma and Gulf:							Texas and Pacific:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage, 8,000 per mile....	3,552,000	6 1/2	Mar. & Sept.	N.Y., Ph. Lon.	1905	135
Selma, Marion and Memphis:							Consolidated Mortgage.....	7,548,000	6 1/2	June & Dec.	" "	1905	90 1/2
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Income and Land Grant.....	7,704,225	7	July.	N. Y. & Phil.	1915	12
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,500,000	7 1/2	Jan. and July.	....	1906	50 1/2
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	" " "	" "	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	....
Shamokin Valley & Pottsv. (N.C.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	" "	1896	120
1st Mortgage, on road and lands.	2,000,000	7 1/2											

AMERICAN RAILROAD BOND LIST.

The Letter (s) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " " " "	300,000	6	" "	" "	1890	108
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	" "	" "	1890	101
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....	2d Mortgage preferred.....	600,000	6	" "	" "	1890	116
Convertible Bonds.....	648,000	7	" "	" "	1882	....	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	....
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	" "	" "	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,755,000	60	Jan. and July.	New York.	1899	109
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1898	105
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	" "	1899	104
Union Pacific:							General Mortgage.....	1,200,000	7	" "	" "	....	....
1st Mortgage gold, tax free.....	27,231,000	60	Jan. & July.	N. Y. & Bos.	'96-'99	151	Western Union (Chl., M. & St. P.):						
1st Mort. Land Grant.....	6,299,000	7	Apr. and Oct.	" "	1887	113	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	1171	Debtenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1882	96
Omaha Bridge Bonds Sterling..	2,225,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	" "	1896	112
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,000,000	60	May and Nov.	New York.	1895	....	1st Mort. (Swedenboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	U.S. Treasury.	'96-'78	60	2d Mort. (Osage May & Millville)	600,000	7	Apr. and Oct.	" "	....	....
Union Pacific, S. Br. (M.K. & T.):							Consolidated Mortgage.....	1,000,000	7	" "	" "	1899	117
1st Mortgage gold, skg fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (P., T. & Buif.)							1st Mort. land gr., gold skg fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	88	1st Mort. (Southern Extension).	640,000	70	" "	" "	1902	....
United N. J. R. R. & Canal Co.:							White Water Valley:						
Loan of 1901 (United Compa'n's)	3,000,000	6	March & Sept.	Philadelphia.	1901	106	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan \$369,200 (U. Co's)	1,844,000	50	" "	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$369,000 (")	1,800,000	60	" "	" "	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compa'n's)	154,000	6	Feb. and Aug.	" "	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S.F. \$292,000 (C. & A.)	1,210,000	60	Feb. and Aug.	London.	1890	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	86
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	105	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	105	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	1124	2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.	" "	1902	16
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1879	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							221,400	70	May and Nov.	" "	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	600,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	73	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (O. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	1094
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	" "	1907	119
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,313,000	70	June & Dec.	" "	1910	....
1st Mortgage, Sterling.....	1,500,000	73	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$425,000pm	4,618,800	70	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	114	Worcester and Nashua:						
Convertible bonds.....	150,000	7	" "	" "	1885	167	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	188,300	6	Various	" "	'81-'87	77
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	" "	1893	....
General 2d series (blue).....	850,000	7	" "	" "	1890	....	Plain Bonds.....	400,300	7	Feb. and Aug.	" "	1895	994
Mortgage 3d series (black).....	135,000	7	" "	" "	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,706	7	Apr. and Oct.	" "	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	" "	1890	....	1st Mortgage sinking fund.....	1,093,750	6	Jan. and July.	Philadelphia.	1886	82
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	60	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A.M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	92
1st Mortgage.....	5,000	6	Jan. and July.	N.Y. & Lynch.	1873	....	Delaware Division (L.C. & N.):						
2d Mortgage.....	990,000	6	" "	" "	1884	103	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	90
3d Mortgage.....	999,000	6	March & Sept.	" "	1900	117	Delaware and Hudson:						
5th Mortgage.....	969,000	6	Jan. and July.	" "	1875	....	1st Mort. 12d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1894	1024
Registered Certificates.....	54,191	8	Jan. and July.	" "	1880	....	reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	111
Funded Interest.....	226,900	8	" "	" "	1890	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	105
Walkkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	" "	" "	1894	107
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
2d Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,560	6	" "	" "	1882	90
3d Mortgage, guaranteed.....	780,000	7	May and Nov.	" "	1900	109	Convertible Loan, gold.....	771,000	60	March & Sept.	" "	1884	102
Warren & Franklin (P. T. & B.):							1st Mortgage, registered.....	8,381,933	6	J. A. J. & O.	" "	1884	1074
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	103	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	" "	1897	110
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold....	4,668,600	60	Feb. & Mar. & Dec.	" "	1897	1024
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Consolidated Mortgage.....	1,115,000	7	" "	" "	1911	1924
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	" "	1892	80
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	" "	1877	....
Washington City, Va. Mid. & Gt. So.							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	78	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	" "	" "	1891	....	Morris (and Banking):						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	" "	1873	105	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
2d Mort. (")	1,200,000	6	Jan. and July.	" "	1875	104	Boat Loan, sinking fund.....	238,965	7	Apr. and Oct.	" "	1899	....
3d Mort. (")	600,000	8	May and Nov.	" "	1873	77	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	" "	1897	....
4th Mort. (")	700,000	8	March & Sept.	" "	1880	351	Pennsylvania:						
Funded Coupons (do.)	722,664	8	" "	" "	....	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	82
1st Mort. (Lynchburg & Danville)	521,720	7	Apr. and Oct.	" "	1896	....	1st Mortgage (W. Val. Can.).....	600,000	6				

As set out in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running *diagonals* (---) signify "not ascertainable."

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1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	325
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Notes: The column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.													
Property and Assets.				Liabilities.				Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.		Par.			
Rolling Stock.		Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		M.		M.		Number.		Tons.		\$		\$		p.	
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6
Dec. 31, 1878	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,971.6	40,484,																				

[illegible]

The Steamer Anthracite.

The little steamer Anthracite, arrived at St. John's from England last week. Great interest attaches to the Anthracite as being the smallest vessel that has yet steamed across the Atlantic, her gross tonnage being 70.26 and her registered tonnage 27.91 tons. But a more important interest relates to her trial of the Perkins system of boilers, and the success of the Anthracite trip points to great if gradual changes in the methods of steam navigation. The promise of this lies in the wonderful economy effected by the Perkins system in the consumption of both coal and water. The Anthracite met very heavy weather, behaved remarkably well, and took just eighteen days for her passage from Falmouth to St. John's, consuming on the trip only 20 tons of coal and 400 gallons of water.

Statement of the Public Debt of the United States, June 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	\$16,028,000 00	\$400,826 00
per cent. bonds, 1881 (Oregon), 1861..	747,050 00	18,676 25
per cent. 1881 bonds, 1861..	161,414,700 00	4,033,387 60
per cent. 1881 bonds, 1863..	68,807,150 00	1,595,178 75
per cent. funded loan of 1881	488,848,700 00	2,036,899 88
4 per cent. funded loan of 1891	250,000,000 00	2,812,500 00
4 per cent. funded loan of 1907	739,434,700 00	4,828,564 67
Refunding Certificates.....	1,418,100 00	9,420 66
3 per cent. navy pension fund, 1868.....	14,000,000 00	175,000 00

Aggregate of debt bearing interest.....\$1,735,698,400 00 \$16,018,402 41
Interest due and unpaid.....2,890,785 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	5,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	393,550 00	5,118 17
6 per cent. 5-20 bonds, called June, 1864.....	65,250 00	835 28
6 per cent. 5-20 bonds, called 1865.....	114,550 00	51,158 21
5 per cent. 10-40 bonds, called, 1864.....	2,889,300 00	263,517 51
6 per cent. Consol. bonds, called, 1865.....	631,700 00	7,787 91
6 per cent. Consol. bonds, called, 1867.....	2,467,200 00	275,824 24
6 per cent. Consol. bonds, called, 1868.....	871,450 00	94,397 19
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,665 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	208 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	10,800 00	1,137 65
5 per cent. 1 year notes, 1863.....	46,175 00	2,350 85
5 per cent. 2 year notes, 1863.....	36,050 00	1,967 99
6 per cent. compound interest notes, 1863-64.....	243,210 00	49,450 46
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,960 00	5,386 14
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,960 00	244 19
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$5,184,955 26 \$830,558 75

DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$61,030 00	
Legal tender notes, 1862-63.....	346,681,016 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency, 1862-3-4.....	15,502,914 37	
Gold certificates, 1863.....	8,050,100 00	
Silver certificates, 1878.....	12,224,370 60	
Unclaimed interest.....		7,777 03

Aggregate of debt bearing no interest.....\$395,424,360 37 \$7,777 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$212,001,900 00	
Bonds at 5 per cent.....	438,548,700 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	739,434,700 00	
Refunding certificates.....	1,418,100 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,735,698,400 00	\$18,904,187 41
Debt on which interest has ceased since maturity.....	5,184,955 26	330,558 75
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$346,742,046 00	
Certificates of deposit.....	12,815,000 00	
Fractional currency.....	15,502,914 37	
Coin and Silver Certificates.....	20,974,370 00	
	\$395,424,360 37	
Unclaimed interest.....		7,777 03
	\$2,130,257,715 63	\$19,742,521 19

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,150,000,236 82

AMOUNT IN TREASURY.		
Interest due and unpaid.....	\$2,890,785 00	
Debt on which interest has ceased.....	5,184,955 26	
Interest thereon.....	620,556 75	
Gold and silver certificates.....	20,274,370 00	
U. S. Notes held for redemption of certificates of deposit.....	12,815,000 00	
Cash balance available June 1, 1880.....	161,667,389 96	
	\$206,513,516 97	

Debt, less amount in Treasury, Jun. 1, 1880.....\$1,962,346,719 85
Debt, less amount in Treasury, on the 1st ult. 1,968,314,753 72

Decrease of debt during the month.....\$15,928,038 87

Decrease of debt since June 30, 1879.....\$74,820,566 52

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$647,128 00
Kansas Pacific bonds, 1862-64.....	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.....	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4.....	1,970,560 00	49,264 00
St. Louis and Pacific bonds, 1862-64.....	1,023,320 00	40,708 00

Totals.....\$64,623,512 00 \$1,615,597 80
Interest paid by United States, \$45,651,155 94; interest repaid by transportation of mails, &c., \$13,084,816 67; interest repaid by cash payments: 5 per cent net earnings \$655,198 87; balance of interest paid by United States \$31,911,141 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

Gainesville, Jefferson and Southern Railroad.

Yesterday Mr. Claude Estes, of Gainesville, came to Atlanta for the purpose of having printed the bonds of the Gainesville, Jeffersonville and Southern Railroad, the new line which is projected from Gainesville to Jefferson, in Jackson county, and ultimately on to Social Circle, to connect there with the Georgia Railroad. Gainesville takes a liberal view of such questions and has subscribed \$30,000, to be given in 7 per cent bonds, to run twenty years. The total cost of the road from Gainesville to Jefferson, a distance of 21 miles, will be about \$51,000. As soon as the Gainesville bonds and the Jackson County subscriptions are arranged, work will be begun. The road will be pushed through without any delay. —[Atlanta Constitution.

Operations have commenced preparatory to constructing a narrow gauge railroad from Pleasantville to Somers' Point, a distance of about seven miles. Although the enterprise is in the hands of another organization, it is understood that the Philadelphia and Atlantic City Narrow Gauge Company will operate it. It is believed that the road will be completed during the present season.

Philadelphia Stock Exchange.

Closing Prices for the week ending June 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 27.	Tu. 28.	W. 29.
Allegheny Val. 7 1/2-10s.....	29	30	31	31	31	31	31
7s, Income.....	105	105	105	105	105	105	105
Camden & Am. 6s, 1883.....	105	105	105	105	105	105	105
6s, 1889.....	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2
Mort. 6s, 1889.....	105	105	105	105	105	105	105
Camden and Atlantic.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105	105
Catawissa.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
7s, new.....	105	105	105	105	105	105	105
Del. & Bound Brook.....	105	105	105	105	105	105	105
7s.....	105	105	105	105	105	105	105
Elmira & Williamsport.....	105	105	105	105	105	105	105
Preferred.....	105	105	105	105	105	105	105
Hunt. & B. Top Mt.....	8	8	8	8	8	8	8
Preferred.....	8	8	8	8	8	8	8
2d mortgage.....	105	105	105	105	105	105	105
Lehigh Navigation.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
6s, 1884.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Gold Loan.....	110	110	110	110	110	110	110
Railroad Loan.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Conv. Gold Loan.....	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Consol. Mort. 7s.....	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2	46 1/2
Lehigh Valley.....	118	118	118	118	118	118	118
1st mort. 7s, coupon.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
1st mort. 7s, reg.....	128	128	128	128	128	128	128
2d mort. 7s.....	128	128	128	128	128	128	128
Consol. mort. 6s.....	44	44	44	44	44	44	44
Consol. mort. 6s, reg.....	44	44	44	44	44	44	44
Little Schuylkill.....	45	45	45	45	45	45	45
Winehill & Sch. Haven.....	45	45	45	45	45	45	45
North Pennsylvania.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
1st mortgage 6s.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
2d mortgage 7s.....	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Gen'l mort. 7s, coupon.....	31 1/2	32	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Gen'l mort. 7s, reg.....	80	80	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Northern Central.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
6s.....	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Northern Pacific.....	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Preferred.....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
Pennsylvania R. R.....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2
1st mortgage.....	117	117	117	117	117	117	117
Gen'l mortgage.....	117	117	117	117	117	117	117
Gen'l mort. reg.....	117	117	117	117	117	117	117
Consol. mort. 6s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Consol. mort. 6s, reg.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Penn. States 6s, 2d series.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
do. 3d series.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
do. 6s, new.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
do. 4s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Phila. and Reading.....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
1st Mortgage 6s.....	114	114	114	114	114	114	114
7s, of 1893.....	114	114	114	114	114	114	114
7s, new convertible.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Consol. mortgage 7s, 106.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Consol. mortgage reg.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Gen'l mortgage 6s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Philadelphia and Erie 13.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
1st mortgage, 6s.....	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
2d mortgage, 7s.....	116	116	116	116	116	116	116
Pittsb., Cin. & Et. L. 7s.....	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Pittsb., Titusv. & Ruff. 14.....	70	70	70	70	70	70	70
7s.....	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Schuylkill Navigation.....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Preferred.....	55	55	55	55	55	55	55
6s, 1872.....	169 1/2	169 1/2	169 1/2	169 1/2	169 1/2	169 1/2	169 1/2
6s, 1882.....	20	20	20	20	20	20	20
United Co. of N. Jersey.....	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Hestonville, (Horse).....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Chestnut & Wal. (do).....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Green and Coates (do).....	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2

Baltimore Stock Exchange.

Closing Prices for the week ending June 22.

W. 23. Th 24. F. 25. Sat. 26. M. 27. Tu. 28.							
Baltimore and Ohio.....	15 1/2	.....	.....	.....	.....	.....	.....
6s, 1880.....	.....	.....	.....	.....	.....	.....	.....
6s, 1885.....	.....	.....	.....	.....	.....	.....	.....
Central Ohio (\$50).....	.....	.....	.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....	.....	.....	11 1/2
Marietta & Cincinnati.....	.....	.....	.....	.....	.....	.....	.....
1st mortgage, 7s.....	108 1/2	.....	.....	.....	.....	.....	10 1/2
2d mortgage, 7s.....	7 1/2	7 1/2	7 1/2	.....	.....	.....	.....
3d mortgage, 8s.....	.....	.....	.....	35 1/2	.....	.....	.....
Northern Central (\$50).....	.....	31 1/2	31 1/2	32 1/2	32 1/2	.....	.....
2d mortgage, 6s 1885.....	.....	.....	.....	.....	.....	.....	.....
3d mortgage, 6s, 1900.....	.....	.....	.....	.....	.....	.....	.....
6s, 1900, Gold.....	.....	.....	.....	112 1/2	112 1/2	.....	11 1/2
6s, 1901, gold.....	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	.....	10 1/2
Orange and Alex. 1st.....	.....	.....	.....	.....	.....	.....	.....
2d mortgage, 6s.....	.....	.....	.....	.....	.....	.....	.....
3d mortgage, 8s.....	.....	77	.....	.....	.....	.....	.....
4th mortgage, 8s.....	.....	.....	.....	.....	38 1/2	.....	.....
O., Alex. & Manassas.....	79 1/2	.....	.....	.....	.....	.....	7 1/2
Pittab. & Connellev. 7s.....	.....	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.....	61 1/2	61 1/2	61 1/2	61 1/2	61 1/2	.....	6 1/2
Consol. Coupons.....	.....	.....	95 1/2	.....	.....	.....	.....
10-40 bonds.....	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	.....	4 1/2
Deferred Certificates.....	6 1/2	.....	.....	.....	.....	.....	.....
Western Maryland.....	.....	.....	.....	.....	.....	.....	.....
1st M., end. by Balt.....	108 1/2	.....	.....	.....	.....	.....	.....
2d M. do.....	.....	.....	.....	.....	.....	.....	.....
3d M. do.....	.....	.....	.....	.....	.....	.....	.....
1st M., unendorsed.....	.....	.....	.....	.....	.....	.....	.....
2d M., and Wash. Co.....	.....	.....	.....	.....	.....	.....	.....
3d M., preferred.....	.....	.....	.....	.....	.....	.....	.....
Ches. & P. R. F.....	.....	.....	.....	.....	.....	.....	.....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 30.

	Th. 24	F. 25	Sat. 26	M. 27	Tu. 28	W. 29	Th. 30
Adams Express.....	118	114	107	105	104	103	102
Albany and Susq.....	105	105	107	107	105	104	103
1st mortgage.....	105	105	107	107	105	104	103
2d mortgage.....	105	105	107	107	105	104	103
American Express.....	59	60	60	62	60	59	58
Atlantic & Pacific Tel. 48	43	42	41	41	40	39	38
Burl. C.R. & Nor.....	60	60	62	60	59	58	57
1st mortgage 5s.....	91	91	91	91	91	91	91
Canada Southern.....	86	86	86	87	86	85	84
1st mortgage guar.....	92	92	93	93	93	93	93
Central of N. Jersey.. 64	68	68	68	68	68	68	68
1st mortgage 1880.....	104	104	105	105	105	105	105
7s, consolidated, ans. 104	104	105	105	105	105	105	105
7s, convertible, ans. 103	103	103	103	103	103	103	103
7s, Income.....	76	76	79	79	79	79	79
Adjustment.....	107	107	107	107	107	107	107
Central Pacific.....	72	72	72	72	72	72	72
6s, gold.....	114	114	114	114	114	114	114
1st M. (San Joaquin).....	114	114	114	114	114	114	114
1st M. (Cal. and Or.).....	114	114	114	114	114	114	114
Land grant 6s.....	114	114	114	114	114	114	114
Chesapeake and Ohio.....	19	19	18	19	18	18	18
Chicago and Alton.....	112	112	112	112	112	112	112
Preferred.....	112	112	112	112	112	112	112
1st mortgage.....	112	112	112	112	112	112	112
Sinking Fund.....	112	112	112	112	112	112	112
Ohio, Burl. & Quincy 12	100	100	100	100	100	100	100
7s Consol, 1903.....	124	124	124	124	124	124	124
Ohio, Mil. and St. Paul. 84	80	80	81	80	79	79	79
Preferred.....	104	104	105	105	105	105	105
1st mortgage, 8s.....	104	104	105	105	105	105	105
3d mortgage, 7 3-10s.....	104	104	105	105	105	105	105
7s, gold.....	119	119	120	120	120	120	120
1st M. (La Crosse div.).....	115	115	115	115	115	115	115
1st M. (I. and M. div.).....	115	115	115	115	115	115	115
1st M. (I. and D. ext.).....	115	115	115	115	115	115	115
1st M. (H. & D. div.).....	115	115	115	115	115	115	115
1st M. (C. & M. div.).....	115	115	115	115	115	115	115
Consolidated S. F. 115	115	115	116	116	116	116	116
Ohio, & Northwestern. 93	93	93	93	93	93	93	93
Preferred.....	109	109	109	109	109	109	109
1st mortgage.....	109	109	109	109	109	109	109
Sinking Fund.....	109	109	109	109	109	109	109
Consolidated 7s.....	109	109	109	109	109	109	109
Consol. Gold bonds.....	109	109	109	109	109	109	109
Do. reg.....	109	109	109	109	109	109	109
Ohio, Rock Isl. & Pac. 108	108	108	108	108	107	106	105
6s, 1917.....	121	121	121	121	121	121	121
Clev., Col., C. and Ind. 72	71	71	71	71	71	71	71
1st mortgage.....	117	117	117	117	117	117	117
Clev. & Pittsburg guar.	117	117	117	117	117	117	117
7s, Consolidated.....	117	117	117	117	117	117	117
4th mortgage.....	117	117	117	117	117	117	117
Col., Ohl., & Ind. Cent. 17	17	17	16	16	16	16	16
1st mortgage.....	117	117	117	117	117	117	117
3d mortgage.....	117	117	117	117	117	117	117
Del. & Hudson Canal.....	75	75	77	78	78	78	78
Reg. 7s, 1891.....	102	102	102	102	102	102	102
Reg. 7s, 1884.....	102	102	102	102	102	102	102
7s, 1884.....	79	79	81	80	78	78	78
Del., Lack. & Western. 79	79	79	81	80	78	78	78
3d mortgage 7s.....	102	102	102	102	102	102	102
7s, Consol. 1907.....	102	102	102	102	102	102	102
Erie Railroad.....	102	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102	102
3d mortgage.....	102	102	102	102	102	102	102
4th mortgage.....	102	102	102	102	102	102	102
5th mortgage.....	102	102	102	102	102	102	102
7s, Consol. gold.....	121	121	121	121	121	121	121
Great Western 1st mort. 100	101	101	101	101	101	101	101
Hannibal & St. Joseph 34	34	34	35	34	33	33	33
Preferred.....	74	74	74	74	72	72	72
6s, Convertible.....	109	109	109	109	109	109	109
Houston & Tex. Cent. 65	65	65	65	65	65	65	65
1st mortgage.....	110	110	110	110	110	110	110
Illinois Central.....	108	108	108	108	108	108	108
Lake Shore & Mich. So. 108	108	108	108	108	107	107	107
Consol. 7s.....	124	124	124	124	124	124	124
Consol. 7s, reg.....	124	124	124	124	124	124	124
3d Consolidated.....	115	115	115	115	115	115	115
Leh. & W.B. 7s, Con.....	124	124	124	124	124	124	124
Long Dock bonds.....	124	124	124	124	124	124	124
Louisville & Nashville. 125	124	125	124	124	124	124	124
7s, Consolidated.....	114	114	114	114	114	114	114
Manhattan.....	32	31	29	31	31	31	31
Metropolitan Elevated.....	93	93	92	92	92	92	92
1st mortgage.....	101	101	101	101	101	101	101
Michigan Central.....	93	93	95	94	93	93	93
7s, 1902.....	119	119	119	119	119	119	119
M. S. and N. I. 1st, S.F. 119	119	119	119	119	119	119	119
Morris and Essex.....	105	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105	105
2d mortgage.....	105	105	105	105	105	105	105
7s of 1871.....	113	113	113	113	113	113	113
7s, Consolidated.....	108	108	108	108	108	108	108
7s, Consolidated.....	108	108	108	108	108	108	108
N. Y. Cent. & Hud. Riv. 128	128	129	129	129	127	127	127
6s, Sinking fund, 1882 105	105	105	105	105	105	105	105
6s, Sinking fund, 1887 105	105	105	105	105	105	105	105
1st mortgage.....	130	130	130	130	130	130	130
1st mortgage, reg.....	130	130	130	130	130	130	130
N. Y. Elevated.....	114	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114	114
N. York and Harlem.....	114	114	114	114	114	114	114
Preferred.....	114	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114	114

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending June 30.

	Th. 24	F. 25	Sat. 26	M. 27	Tu. 28	W. 29	Th. 30
N. Y., Lake Erie & W. 40	40	41	43	41	40	39	38
Preferred.....	60	60	61	60	59	58	57
2d Consolidated.....	89	89	89	89	89	89	89
New 2d 5s fund.....	84	84	84	84	84	84	84
N. Y., N. Haven & Hail 164	164	164	164	164	164	164	164
North Missouri 1st M.....	27	27	27	27	27	27	27
Northern Pacific.....	27	27	27	27	27	27	27
Preferred.....	49	49	49	49	49	49	49
Ohio and Mississippi. 22	22	22	22	22	22	22	22
Preferred.....	71	71	71	71	71	71	71
3d mortgage.....	111	110	111	111	111	111	111
Consolidated 7s.....	111	110	111	111	111	111	111
Consol. Sinking fund.....	111	110	111	111	111	111	111
Pacific Mail S. S. Co. 39	39	39	40	42	39	39	39
Pacific R. B. of Mo.....	108	109	109	109	109	109	109
1st mortgage.....	108	109	109	109	109	109	109
2d mortgage.....	108	109	109	109	109	109	109
Panama.....	10	10	10	10	10	10	10
Philadelphia & Reading 19	19	19	19	19	19	19	19
Pitts., Ft. W. & Chi. gtd.....	130	130	130	130	130	130	130
1st mortgage.....	131	131	131	131	131	131	131
2d mortgage.....	131	131	131	131	131	131	131
3d mortgage.....	131	131	131	131	131	131	131
Pullman Palace Car.....	113	113	113	113	113	113	113
Quicksilver Mining Co.....	10	10	10	10	10	10	10
Preferred.....	54	54	54	54	54	54	54
St. Louis & San Fran. 34	35	35	35	35	35	35	35
Preferred.....	48	47	48	48	48	48	48
1st Preferred.....	72	72	72	72	72	72	72
St. L., Alton and T. H. 21	21	21	21	21	21	21	21
Preferred.....	58	58	58	58	58	58	58
1st mortgage.....	104	104	104	104	104	104	104
2d mort. preferred.....	104	104	104	104	104	104	104
Income bonds.....	92	92	92	92	92	92	92
St. L., Iron Mt. & S. As 47	47	47	48	48	47	46	45
2d mortgage.....	100	100	100	100	100	100	100
Tol., Ft. & War. 1st E.D. 100	100	100	100	100	100	100	100
1st mort., West. Div. 89	89	89	89	89	89	89	89
Union Pacific.....	115	115	115	115	115	115	115
1st mortgage.....	114	114	114	114	114	114	114
Land Grant 7s.....	113	113	113	113	113	113	113
Sinking Fund 8s.....	113	113	113	113	113	113	113
United States Express. 48	48	48	49	49	48	48	48
Wabash.....	102	102	102	102	102	102	102
1st mortgage.....	102	102	102	102	102	102	102
2d mortgage.....	102	102	102	102	102	102	102
7s, Consolidated.....	99	99	99	99	99	99	99
St. Louis Division.....	108	108	108	108	108	108	108
Wabash, St. L. & Pac. 84	84	84	84	84	84	84	84
Preferred.....	66	66	66	66	66	66	66
New Mort. 7s.....	109	109	109	109	109	109	109
Wells-Fargo Express.....	109	109	109	109	109	109	109
Western Pacific bonds.....	105	105	105	105	105	105	105
Western Union Tel. 105	105	105	105	105	105	105	105
7s, S.F. conv., 1900.....	105	105	105	105	105	105	105

Boston Stock Exchange.

Closing Prices for the week ending June 30.

	Th. 24	F.
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of the new crop will begin, but reported earnings will not show the falling off that is sure to come as compared not only with May, June, and July, but also with August of last year, when the wheat movement was enormous, for reasons that do not exist this year. For a fuller explanation of the prospects of the railroads for 1880-'81 based upon the crops see an editorial article on first page, which not only shows the changed conditions under which the stock market but all the produce markets must come with the new crop year.

There is no especial feature in Wall Street outside of those incident to the general situation explained above. As we then said the trunk line stocks were most effected by the grain movement and hence the greatest strength and activity have been in those, led by Erie, which also led the decline as well as the advance, partially on the revival of the old rumors and their subsequent contradiction, that it was to be made a part of the Transcontinental system. The extent of the grain movement spoken of above is shown by the following:

The receipts of flour, wheat and corn at the seven Atlantic ports—New York, Baltimore, Philadelphia, Boston, New Orleans, Montreal and Portland—for the week ending June 26, are: of wheat 4,045,572 bushels; corn, 6,009,530 bushels; flour, 183,893 barrels. The exports from the same ports for the week are: 3,084,999 bushels of wheat, 4,038,502 bushels of corn, and 71,868 barrels of flour, and for the past eight weeks, 19,678,555 bushels of wheat; 20,240,992 bushels of corn; 649,933 barrels of flour.

Of course the Sterling Exchange market has been controlled chiefly by this movement, as we predicted in this article it would be several weeks ago, when money writers were ominously discussing the probable exports of gold in July or August in total ignorance or disregard of the operations of the Wheat Syndicate. Exchange has been plenty, dull, and lower therefore. Money has of course been easy at 8@4 per cent and has ceased to be a factor in the stock market of any importance. The Treasury purchase of bonds was but \$1,000,000 Wednesday out of offerings of little over double that at higher prices.

Government bonds have been dull without material change or new features.

Railroad bonds have kept sympathy with stocks on the speculative list, and but little has been done in investments as they are not offered freely.

State bonds have been firm but dull without material change.

The bank statement was about the same.

The numbers and amounts of dividends declared this year for July show a material increase over last year same time and will no doubt when disbursed tell on the stock and bond market of all kinds and may put prices of same up still further this month and delay the reaction indicated above.

In view of the glut of wheat bills and decline in sterling exchange we now find some money writers predicting that we shall import gold in August as they did two months ago, that we should export gold instead. They are as wide of the situation now as they were then; for this extraordinary movement of grain for May, June and July cannot continue when the abnormal

causes that produced it, cease to exist. Only another general disaster to European harvests can continue such exports.

Mining stocks have been weak for the most part with little change and almost featureless.

Other markets are in the condition noted in all our recent articles, the tendency still being downward on good crops, and especially wheat.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41@41½; Burlington, Cedar Rapids and Northern, 62@63; Canada Southern, 56¾@57; Central of New Jersey, 66¾@66½; Central Pacific, 71@72; Chicago and Northwestern, 91@91¾; do. pref., 108½@109; Chesapeake and Ohio, 17@18½; do. 1st pref., 24@27; do. 2d pref., 18@21; Chicago, Milwaukee and St. Paul, 79½@79¾; do. pref., 105¼@105½; Chicago, Rock Island and Pacific, 107@107½; Chicago, St. Louis and New Orleans, 28½@29; Cleveland, Columbus, Cincinnati and Indianapolis, 68¾@69½; Columbus, Chicago and Indiana Central, 15½@15¾; Delaware and Hudson Canal, 75½@76; Delaware, Lackawanna and Western, 77¾@79; Hannibal and St. Joseph, 32¼@32¾; do. pref., 72¼@72¾; Houston and Texas Central, —@65½; Illinois Central, 104¾@105; Lake Erie and Western, 27½@28; Lake Shore and Michigan Southern, 107¾@108½; Louisville and Nashville, 123@124; Morris and Essex, 105@106; Metropolitan Elevated, 93@93½; New York Central and Hudson River 127½@128½; New York, Lake Erie and Western, 40¾@—; do. pref., 67¼@67½; New York, Ontario and Western, 27¾@28¼; Northern Pacific, 25½@26¼; do. pref., 48½@48¾; Ohio Central, 20@21; Ohio and Miss., 32¾@33; do. pref., 73@74; Pacific Mail, 39¾@39¾; Philadelphia and Reading, 16½@—; St. Louis and San Francisco, 33½@34; do. pref., 45½@46; do. 1st pref., 70@—; St. Louis, Iron Mountain and Southern, 45@45½; St. Paul and Sioux City, 41@42; do. pref., 75@76; Union Pacific, 86¾@87; Western Union Telegraph, 103½@103¾; Wabash, St. Louis and Pacific, 36½@37; do. pref., 64¾@64¾.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Albany and Susq. 1st consol., 111; Am. Dock and Imp. bonds ass., 108; Boston, Hartford and Erie 1st, 42; Buffalo, New York and Erie 1st, 1916, 119; Chesapeake and Ohio 1st pref., 25½; do. cur. int., 38¼; do. 1st, Series B, 67; Chicago, St. Louis and New Orleans, 28; Chicago, St. Paul and Minn., 50; do. pref., 100; do. inc., 104¾; Chicago, Milwaukee and St. Paul 1st S. Minn. Div., 103; do. 1st L. C. and Dav. Div., 92½; Central Iowa 1st, 102; Col., Chi. and Ind. Cent 1st Trust Co. certif. ass. sup., 85; do. inc., 87; Cedar Falls and Minn., 19; Denver and Rio Grande, 68; do. 1st, 103¾; do. consol., 94½; Erie and Pittsburg consol., 101½; Frankfort and Kokomo 1st, 95; Houston and Texas Central 2d M. L., 110; Ind., Bloom. and Western, 31½; do. 1st, 75; do. 2d, 62; International and Gr. Northern 1st, 99½; do. 2d, pur. com. rec., 30; Indianapolis, Decatur and Springfield 1st, 100; Keokuk and Des Moines, 12; do. 1st, 97; Kansas Pacific 1st consol., 94¾; do. 6s, Denver Div., ass., with coupon certif., 105¾; Lake Erie and Western, 28; do. 1st, 100½; Louisville, New

Albany and Chicago, 102; Lehigh and Wilkes-barre consol. ass., 96¼; Lat., Bloom. and Muncie 1st, 99¾; do. inc., 65; Marietta and Cincinnati 1st pref., 8½; do. 2d pref., 6¼; Mobile and Ohio, 17¾; do. 1st debent., 76; do. 2d debent., 42; do. 3d debent., 32½; do. 4th debent., 31¾; do. 1st mort., 100; Missouri, Kansas and Texas, 34¾; do. consol. ass., 103¾; do. 2d, 63¼; Michigan Central 8s, S. F., 107¾; Nashville, Chattanooga and St. Louis, 59¾; do. 1st, 114; New York, Ontario and Western, 27½; Nevada Central 1st, 99¼; Ohio Central, 21; do. 1st, 91¾; do. inc., 45½; Oregon Railway and Nav., 120; do. 1st, 100¼; Peoria, Decatur and Evansville, 25; do. 1st, 101; do. inc., 63; Rome, Watertown and Ogdensburg, 34; do. 1st consol., 64¾; St. Paul, Min. and Man., 110½; St. Paul and Sioux City, 40; do. pref., 76; do. 1st, 102; St. Louis, Vandalia and Terre Haute 2d, guar., 105¾; St. Louis and Iron Mt. 1st pref. inc., 83¼; do. 2d pref., 75; do. Cairo, Arkansas and Texas 1st, 101½; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107; St. Louis and San Francisco 2d, class A, 95½; do. B, 75; do. C, 74; do. Equip., 100¼; Syracuse, Binghamton and New York 1st, 114; Texas and Pacific, 25½; do. inc. L. G., 62; Toledo, Peoria and Warsaw E. D., pur. com. rec., 130½; Wisconsin and St. Peter 2d, 113; Alabama, Class A, 59½; do. C, 73; Louisiana 7s, consol., 46¼; Missouri 6s, 1886@1887, 108½; do. 6s, 1889 or 1890, 110¾; Missouri 6s, H. and St. J. issue, 1888, 108¼; North Carolina 6s, S. T. 3d class, 3½; Virginia 6s, consol., ex mat. coupon, 61½; Maryland Coal, 19; Col. Coal and Iron, 31¼; New Central Coal, 23½; Am. Dist. Tel., 73; Canton Co., 50; Sutro Tunnel, 1¾; Central Mining Co., 5½; Caribou 2½; Climax, 2¾; Excelsior, 17¾; Homestake, 35¼; Little Pittsburg, 5½; Standard, 25; Silver Cliff, 4¾.

Boston.—Atchison and Nebraska, 80½; Atchison, Topeka and Santa Fe 8s, inc., 107¾; Burlington and Missouri in Nebraska, def., 71; Boston Land, 6½; Boston Water Power, 8½; Brookline Land, 4; Boston, Revere Beach and Lynn, 99½; Boston and Lowell 5s, 1899, 101; Chicago and West Michigan, 62; Chicago, Clinton, Dubuque and Minnesota, 77½; Cedar Rapids and Missouri River, 122; Cheshire pref., 45¾; Connecticut and Passumpsic Rivers pref., 64½; Cincinnati, Sandusky and Cleveland 7s, 92½; Denver and Rio Grande, 65½; Detroit, Lansing and Northern pref., 108; Flint and Pere Marquette, 17¾; Florence, El Dorado and Walnut Valley, 15; do. 7s, 1907, 97¼; Iowa Central 1st pref., 40¼; Iowa Falls and Sioux City, 43½; Kansas City, Lawrence and Southern 4s, 88; Kansas City, St. Joseph and Council Bluffs, 7s, 111¾; Kansas City, Fort Scott and Gulf 1st, 106½; Louisiana and Missouri River, 11; Little Rock and Ft. Smith, 40; do. 1st, 101; New York and New England 6s, 103; New Hampshire Land, 4½; New Mexico and Southern Pacific 7s, 110½; Nashua and Lowell, 116; Portsmouth, Gt. Falls and Conway, 28½; Republican Valley 6s, E. D., 101¾; Rutland pref., 25½; do. 5s, 1898, 1st coupon Feb., 1881, 60½; do. 6s, 1902, 96; Summit Branch, 10¾; Vt. Central and Vt. and Canada 8s, 1889, equip., 40; Wisconsin Central 1st, 57½; do. 2d, 33; Boston 5s, 1883, 102¾; Cincinnati 7.30s, R. R., 124½; Cleveland 7s, 1892, 115; Worcester

6s, 1892, 116½; Atlantic Mining, 18½; Allouez, 4¼; Brunswick Antimony, 18½; Blue Hill, 8; Catalpa, 1½; Contentment, 2; Copper Falls, 11; Central, 40; Duncan, 1½; Franklin, 13¾; Haron, 4¾; Harshaw, 81½; Mesnard, 1¼; National, 2¼; Osceola, 87; Pewabic, 17; Phoenix, 8; Pontiac, 1; Ridge, 4½; Star, 1½; Sullivan, 8½; Waukeag, 4.

Philadelphia.—Am. S. S. Co., 29¼; do. 6s, 102½; Allegheny Valley scrip, 23; Central Transp., 49; Elmira and Williamsport 6s, 87; Erie and Western Transp., 50¾; do. 6s, 101; Huntington and Broad Top Mt. consol., 7s, 60; Hestonville R. R. 6s, 105; Oil Creek 1st mort., 99; Pennsylvania dividend scrip, 106½; Philadelphia, Germantown and Norristown R. R., 102½; Shamokin Valley and Pottsville 7s, 112; Steubenville and Indiana 6s, A. & O., 103½; Warren and Franklin 7s, 103. The latest quotations are: City 6s, 106@108; do. free of tax, 122@123; do. 4s, new, 105½@106; Pennsylvania State 6s 2d series, 101½@102½; do. 3d series, 108¼@108½; do. 5s, new loan, 115@116; do. 4s, new, 105@107; Philadelphia and Reading, 8¾@8½; do. consol. mort. 7s, coupon, 107@109; do. reg., 107@108; do. mort., 6s, 100@104; do. 7s, 1893, 114@117; United New Jersey R. R. and Canal, 160@160½; Pittsburg, Titusville and Buffalo R. R., 14¼@14½; do. 7s, 79@81; Camden and Amboy mort. 6s, 1889, 112@113; Pennsylvania R. R., 53¼@53½; do. 1st mort., 103½@105; do. gen'l mort., coupon, 117@119; do. reg., 117@119; do. consol. mort. 6s, reg., 112@114; Little Schuylkill R. R., 44@45; Morris Canal, 50@54; do. pref., 149@151; Susq. Canal 3@6; do. 6s, —@50; Schuylkill Nav., 2@4; do. pref., 4½@5; do. 6s, 1882, 54@60; do. 1872, 94@96; Elmira and Williamsport pref., 50@54; do. 6s, 109@111; do. 5s, 80@87; Lehigh Coal and Navigation, 27¼@27½; do. 6s, 1884, 107¼@107½; do. R. R. loan, 110@112; do. Gold Loan, 102½@103; do. consol. 7s, 102¼@102¾; Northern Pacific, 26¾@27; do. pref., 49@49½; North Pennsylvania, 49@50; do. 6s, 108½@109; do. 7s, reg., 115@117; do. Gen'l mort. 7s, reg., 116@117; Philadelphia and Erie, 12½@13½; do. 6s, 102½@104; do. 7s, 112@114; Minehill, 49¾@50; Catawissa, 5@9½; do. pref., 38@39; do. new pref., 32@37; do. 7s, 1900, 114@115; Lehigh Valley 49¾@50; do. 6s, coupon, 118¼@119; do. reg., 117½@118; do. 2d mort. 7s, 127@128; do. consol. mort., 111½@112½; Fifth and Sixth streets (horse), 115@117; Second and Third, 104¼@105¼; Thirteenth and Fifteenth, 74@80; Spruce and Pine, 51@54; Green and Coates, 100¼@103; Chestnut and Walnut, 76¼@80; Hestonville, —@22; Germantown, 66½@68; Union, 100@112; Lombard and South, 12@18; West Philadelphia 77½@80; People's, 13@13½; Ridge Av., 70@80; Continental, 96@100.

Baltimore.—Baltimore and Ohio 2d pref., 107; do. scrip, 150; Cincinnati and Baltimore 7s, 107½; City 6s, 1902, 119¼; do. 1890, 114½; do. 6s, 1900, new, 117¼; do. 5s, 1894, 112; do. 5s, 1916, 118¾; Charlotte, Columbia and Augusta 1st, 107; North Carolina 4s, 71; Tennessee 6s, new series, 26¼; Virginia Funded, 1867, 18; Virginia Consols coupons, July, 1880, 87; Virginia Peeters, 22¾; Virginia 10-40 coupons July, 1880, 92¼; Wilmington, Columbia and Augusta,

98. The latest quotations are: Baltimore and Ohio, 151@154½; do. 6s, 1885, 109¼@—; do. 1880, 102¾@103; Northern Central, 32¼@32½; do. 6s, 1900, —@112; do. 6s, 1900, gold, 112½@112¾; do. 6s, 1904, gold, 105¾@105½; do. 6s, —@80½; Marietta and Cincinnati 1st mort., 1892, 108@109; do. 2d mort. 7s, 71@71½; do. 3d mort. 3s, 35½@35¾; Pittsburg and Connellsville 7s, 116¼@116½; Orange, Alex. and Manassas 7s, 77@78; Virginia consol. 6s, 61½@61¾; do. 2d, 22½@23½; Virginia Consols coupons July, '80, 86½@87; Virginia 10-40 bonds, 43@43½; Virginia 10-40, coupons July, '80, 91@—; City 6s, 1900, 118@120; do. 1884, 106½@—; do. 1890, 114½@—; do. 6s, 1886, 107@—; do. 5s, 1894, 112@112½; do. 1900, 112@—; do. 1916, 113¼@—.

New York, Boston, Albany and Schenectady Railroad.

Articles of agreement and consolidation of the New York, Boston and Albany, the Boston, Housac Tunnel and Albany, and the Boston, Albany and Schenectady Railroads, under the title of the New York, Boston, Albany and Schenectady Railroad Co., have been filed with the Secretary of State. The consolidated company is to be managed by a Board of thirteen Directors, to be in office one year or until their successors are elected. The officers are: Erastus P. Carpenter, President; John W. Van Valkenburg, Vice President; Andrew V. Stont Treasurer; William S. Carman, Secretary, and Edward Appleton, Chief Engineer. The number of shares of capital stock is 92,600 of the par value of \$100 each. The maximum capital stock of the New York, Boston and Albany Company is \$7,000,000, that of the Boston, Housac Tunnel and Albany, \$260,000, and that of the Albany and Schenectady \$2,000,000. The first regular annual meeting is fixed for January 12th, 1881.

The St. Louis, Arkansas and Texas Railroad Company has let the contracts for grading, masonry and tying of the road from Pierce City to Washburne, in Barry county, Mo., a distance of thirty miles. It will carry the new road to within seven miles of the Arkansas line. The road is headed for Fayetteville, in Arkansas. It is said the road will open up a most valuable, rich, and fertile section of country, which will become almost exclusively tributary to St. Louis.

The track of the Shenandoah Valley railroad is now completed and construction trains running to the College of St. James, six miles south of Hagerstown. The bridge over the Potomac, at Shepherdstown, will be completed by the middle of July, and by the middle of August trains will be running regularly 100 miles south of Hagerstown.

No less than thirteen cargoes of iron arrived in Philadelphia during last week, aggregating 5,374 tons of old rails, 5,157 tons pig iron, 505 of scrap and 77,797 bars. The imports of ore footed up 5,859 tons in five vessels.

The Vicksburg (Miss.) Herald says that arrangements have been consummated in New York which will insure the speedy completion of the Vicksburg, Shreveport and Pacific railroad and its thorough equipment. Among the gentle-

men composing the building committee are H. B. Plant, President of the Southern Express Company, Col. Wadley, President of the Central Railroad of Georgia, and Edward Hooper of Philadelphia.

The very large increase in the receipts of the Grand Trunk Railway of Canada, exceeding since January 1 to date those of 1879 by more than \$800,000, is accounted for principally by the connection at Port Huron, which insures an independent line to Chicago. The raising of the embargo on cattle passing through Canada has also enormously helped the revenue. The immigration and emigration to Manitoba and the Western States have swollen the general result to the tune of \$200,000. The great development of trade in Canadian live stock exportation has also contributed much to the prosperity that has at last rewarded the company.

Of the entire North Carolina debt to be funded, amounting to \$14,166,045, the treasurer of the State announces that he has succeeded in retiring \$6,461,445, for which, under the arrangement with creditors, he has issued 4 per cent bonds to the amount of \$1,901,495 25. When the process of funding shall have been completed the outstanding 4 per cents will represent a sum of \$1,000,000 and an interest charge of \$160,000.

The receivers of the Philadelphia and Reading Coal and Iron Company give notice that they will postpone until September 15, 1880, any announcement of their conclusion as to the question of payment of interest due July 1 upon the divisional coal land mortgage bonds of the company.

The Denver and Rio Grande Railroad reached Malta, in the suburbs of Leadville, on the 29th inst., and will probably be in the city on the 3d inst. Grout was broken for the Leadville, Ten Mile and Breckenridge road on the 29th, which will be built this summer.

The coupons of the first mortgage bonds of the Central Pacific Railroad Company, the Western Pacific Railroad Company and the California and Oregon Railway Company, due July 1, 1880, will be paid at the office of Fisk & Hatch.

The rolling stock of the Vermont division of the Portland and Ogdensburg railroad was sold at auction on the 28th ult., by order of Court, and purchased by the St. Johnsbury and Lake Champlain Railroad Co. for \$57,450.

The checks for the July interest on the Government 4 per cent funded loan were mailed from the Department on the 28th ult. There are 56,896 checks, representing in the aggregate \$5,281,009 06.

The Hannibal and St. Joseph Railroad Company has declared a dividend of three per cent upon its preferred stock (\$5,183,024), payable on the 2d of August.

The President of Mexico has sanctioned the law allowing railroad companies to augment the width of the gauge to 4 feet 8½ inches if this is necessary for connecting with international or interoceanic lines.

Business of the Adams Express Co.

The Adams Express Company has the daily use and occupation of 21,216 miles of railroad, operated by 4,279 employees, who make 911 daily trips, amounting to 64,560 miles daily, and 19,884,420 miles annually, for a compensation amounting to \$1,568,412 annually, and at an expense for transportation paid the railroad companies of \$2,098,412 annually. The routes are divided among 165 different railroads, 11 steamboat lines and 9 stage companies. In 1878 the company carried for the Government and safely delivered \$1,200,000,000, and in the year 1879 \$861,000,000, and during the same year carried for the general public the sum of \$11,060,000,000. It has received daily and transmitted from the New York office alone 14,000 packages.

Chicago, Rock Island and Pacific Railroad.

The gross earnings of the Chicago, Rock Island and Pacific Railroad for the years ending March 31, 1879 and 1880, were as follows:

	1879.	1880.
From passengers...	\$1 868,027 71	\$2,318,452 20
" freight	6,929,925 99	8,035,165 29
" mail	151 298 29	198,619 08
" express	115,790 00	122,662 75
" rents, interest, etc	247,918 83	295,672 78
" mileage of cars	88,800 82	81 721 19
" telegraph	8,076 77	9,569 27
	\$9,409,833 41	\$11,061,662 46
Salaries of agents and clerks	\$355,976 52	\$342 570 72
General office exp.		115,811 68
Books, printing and stationery	42 511 16	58,299 40
Station house exp.	65,818 43	80,533 40
Labor of handling freight, watchmen, etc.	356,202 69	435,786 99
Conductors, baggage-men and brakemen	293,982 03	356,226 06
Engine-men, firemen and wipers	471,698 93	556,977 32
Fuel account	520,859 42	578,560 71
Oil, tallow and waste	62,834 01	74,762 65
Loss and damage of goods and baggage	20,316 51	12,004 15
Gratuities for injuries to persons	20,123 65	34,635 74
Contingent account	112,845 97	89,091 42
Legal expenses	41,117 59	34,426 82
Repairs of engines and tenders	272,836 83	304,640 88
Repairs of cars	401,628 08	519,964 46
Tools and machinery in shops	15,772 40	18,197 35
Repairs of roadway and track	860,784 67	869,792 86
Cost of iron for repairs and renewal of rails	390,561 80	288,930 72
Repairs of fences and gates	26,908 83	32,612 79
Repairs of bridges and draws	182,991 59	234,948 95
Repairs of buildings and fixtures	88,215 77	152,375 41
Damages for cattle killed or injured	25,253 66	26,277 80
Repairs of telegraph	8,357 11	9,071 85
Missouri River Bridge tolls	77,949 31	88,166 45
Dining car expenses	84,671 10	39,681 30
Car service account	112,098 43	145,354 44
Exchange, interest and discount		1,511 67
	\$4,981,716 79	\$5,500 704 49
Taxes on real estate	218,155 70	295,841 62
	\$5,079,872 49	\$5,796,546 11
Net earnings	\$4,829,960 92	\$5,265,116 35

From this sum there has been paid:

For rentals of leased roads	\$272,537 87
Interest on bonded debt	940,610 00
Dividends	2,097,990 00
Improvements, new equipment, construction of second track and branches	1,128,672 12
Leaving a surplus of	825,806 86

Total, as above

Compared with the previous year the gross earnings of 1880 show an increase of \$1,651,829 05, with an increase in expenses (including taxes) of \$716,673 62, making the increase in net earnings \$935,155 43. The percentage of operating expenses to gross earnings in 1880 was 49.73; in 1879, 51.67. Including taxes in each of those years, the percentages were 52.40 and 53.99 respectively. The average number of miles operated during the year 1880 was 1,267; average number operated during the previous year, 1,125— increase, 182 miles or 11.7 per cent.

The railroads owned or controlled under lease by this company at date of last annual report amounted to

Since acquired:	
Newton and Monroe Railroad (purchased)	17
Atlantic to Lewis, branch (constructed)	9
One-half interest in Hannibal and St. Joseph Railroad between Cameron and Kansas City (leased)	54

Total operated at date

Classified by States, as follows:

In Illinois	235
In Iowa	851
In Missouri	223
In Kansas	2

Total, as above

The equipment of the road consists of 276 locomotives; 17 sleeping and 90 day coaches, all classes; 24 baggage, mail and express, 6 railway post office, 4 dining, 1 officers', 1 paymaster's, 3-611 box freight, 987 stock freight, 155 caboose and drovers', 1,408 platform and coal, and 631 gravel, hand and other cars used in repair of roadway, track and bridges.

The number of miles run by locomotives with passenger trains was 1,834,556; with freight trains, 6,436,743; with wood, gravel and construction trains, 676,737—total miles run by locomotives, 8,948,036, against 7,546,090 for the previous year, an increase of 1,409,945.

The total number of passengers carried was 1,905,418, of which 1,875,094 were first class, 7,471 second class, and 22,852 emigrant; 23,873 were through, and 1,851,544 way passengers; 940,011 were carried east, and 965,406 west. Total number of passengers carried one mile, 82,610,900, equivalent to carrying each passenger 44 miles. The number carried one mile in 1879 was 62,811,674, which was equivalent to carrying each passenger 42 miles. The average rate per passenger per mile was 2.806 cents, against 2.974 in 1879. The average for each passenger carried was: in 1880, \$1 21½; in 1879, \$1 24. Increase in number of passengers carried, 404 458, or 26.94 per cent; increase in movement of passengers one mile, 19,799,326, or 31.5 per cent, and the rate of increase in passenger earnings was 24.11 per cent.

A comparison of freight movement and earnings

shows that there were transported during the past year 5,933,529 463 lbs. against 4,472,589,370 lbs. in the previous year, an increase of 1,460,990,093 lbs., equal to 32.66 per cent. The total paying freight carried one mile amounted to 664,861,679 tons, against 484,610,209 tons in the previous year, an increase of 180,251,370 tons, equal to 37.19 per cent. The average rate per ton per mile was 1.21 cents; last year it was 1.43 cents. The number of loaded cars moved East was 160,064; do. West, 134,351, a total of 294,418. The average car load was 10.154 tons. The increase in receipts was 15.94 per cent. The number of tons carried one mile for company's use was 21,597,375, which at the average rate received would have amounted to \$261,828 23, but for which no charge was made.

The amount expended in improvements, etc., and charged to construction and equipment account, was \$1,128,672 12; of this \$213,865 48 were for construction of 23,633 miles of second track; \$110,637 35 was for construction of branch railroads; and \$424,526 84 for construction and purchase of equipment. Referring to the last two items, the report says:

The additions made to equipment consist of 4 heavy passenger engines; 1 standard freight engine; 6 Mogul freight engines; 6 pony switching engines, all except 2 constructed in this company's shops; 1 sleeping car; 6 first class passenger coaches; 3 baggage, mail and express cars; 426 box freight cars; 134 stock cars; 13 cabooses or drovers' cars; 27 flat and coal cars; 8 cars for construction purposes. Of the above 102 box cars and 27 flats were purchased, the balance were built in this company's shop.

To protect the traffic and occupy territory contiguous to your main line in Western Iowa, your board deemed it advisable to authorize the construction of their branch roads, each averaging about 15 miles in length; two in a southerly direction, one from Avoca and the other from Atlantic, and one in a northwesterly direction from Guthrie Station to the county seat of Guthrie County. These lines are located mostly in valleys, are not expensive to build and can be cheaply maintained and operated. That branching from Atlantic is in use to Lewis, nine miles, and work is well advanced on all, insuring their completion during the summer.

In the month of December an arrangement was made with the Hannibal and St. Joseph Railroad Co., whereby this company obtain the right, for a term of 25 years, to run its passenger and freight trains from Cameron to Kansas City, together with the right to use jointly the freight depot, tracks and other facilities of the said Hannibal and St. Joseph Railroad Co. in Kansas City. The terms are briefly, interest at 7 per cent on one half the valuation of road used, one half the taxes, and a portion of the cost of maintenance proportioned to the train mileage of the parties using it. Bridge tolls over Missouri river substantially the same as at Atchison or Leavenworth.

An agreement was also made with the Union Passenger Depot Co., by which our trains and passengers are allowed to participate in the privileges and benefits of the Union Passenger Depot at Kansas City upon the same terms accorded to eight other railroad companies whose trains ran to that point.

Under these arrangements through passenger and freight trains commenced to run between Chicago and Kansas City on the 5th of January with decided advantage to the traffic and earnings of this line.

A traffic contract has been made by which the Hannibal and St. Joseph Railroad take passengers and freight of the company between Cameron and the City of St. Joseph on fair and equitable terms.

Your company are now enabled to compete more successfully than before for a share of the through Southwestern business. This traffic is increasing largely in both passengers and freight. Kansas City being the most prominent business point in the Southwest.

Connections are made and through cars are run to Atchison and Leavenworth as heretofore.

On the 1st of January a contract was concluded with the Pullman Palace Car Co. whereby this company sell one half interest, and transfer to the Pullman Co. the control and management of their line of sleeping and parlor cars. The Pullman Co. pay this company one half the appraised valuation of the sleeping car equipment; and one half the net receipts, withdrawing all claims for infringement of sleeping car patents used heretofore by this company.

In view of the extensive ownership and control of sleeping cars exercised by the Pullman Co. on connecting and competing lines of railway, your board deemed it inexpedient to continue the independent operation of the sleeping car line by this company.

Should additional sleeping cars be required, under the terms of this contract the Pullman Co. are to furnish them—charging this company with half the cost, or if only occasionally required an agreed mileage rate.

The condition of the roadway, track and buildings has been materially improved during the past year, and was never in so good condition for doing business as now.

The steel rails in use have increased 17,090 gross tons. 2,283 tons were used in new second track, and 14,807 tons in renewals, the entire cost of this last item being charged in operating expenses. The steel rails purchased and laid by this company to date of this report amount to 74,852 gross tons, equal to 796 miles of track.

In the renewal of bridges, and the increase of capacity of water stations and other buildings, large expenditures have been made and a very marked improvement is manifest. In addition to the iron bridges and culverts of masonry previously referred to, 14,383 lineal feet of pile and trestle bridging, and 2,230 lineal feet of truss and girder bridges have been wholly or in part renewed, and cost charged to operating expenses.

In reviewing the detailed operations of the past year, showing that the volume of freight moved more than doubled within three years, your board are convinced of the necessity of speedily completing a continuous second track from Chicago to the Mississippi River, and the importance of providing increased facilities and storage room for grain at Chicago and other terminal and junction points, and the board confidently appeal to the stockholders to ratify and approve a continuance of the policy heretofore pursued of applying a reasonable percentage of the net earnings to perfecting, extending and increasing the value of their property.

In conclusion the President, in his report says that the operations of the road for the past year have been conducted without serious accident or disastrous losses from fire or flood.

BALANCE SHEET, March 31, 1880.

Capital stock fixed, \$25,000,000;	
amount issued.....	\$20,979,900 00
Fractional scrip, convertible into stock.....	100 00
Six per cent Mortgage Coupon bonds.....	\$5,230,000 00
Six per cent Mortgage Registered bonds.....	4,765,000 00
Seven per cent Sinking Fund bonds (called in).....	5,000 00
	10,000,000 00
Expense account.....	5,144 99
Profit balance of income account..	8,571 433 23
	\$39,556,578 22

Cost of road and equipment, including all branch roads owned by the company.....	\$34,923,675 73
Cost of railroad bridge at Rock Island.....	758,526 10
Capital stock and bonds of connecting roads.....	2,327,670 80
Six per cent Mortgage Coupon bonds on hand.....	50,000 00
Loans payable on demand and cash in New York.....	1,008,784 52
Due from Post Office Department.....	47,609 59
Cash and balances due from other roads in hands of local treasurer, Chicago.....	164,953 57
Stock of material, fuel, etc., on hand.....	\$463,907 84
Less bills, etc., due in Chicago.....	188,499 93
	275,407 91
	\$39,556,578 22

President.—HUGH RIDDLE.

1st Vice President.—DAVID DOWS.

2d Vice President.—RANSOM R. CABLE.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, James R. Cowing, Sidney Dillon, Jay Gould, R. P. Flower, Benj. Brewster, New York; W. L. Scott, Erie, Pa.; Hugh Riddle, H. H. Porter, Chicago; R. B. Cable, Rock Island; George G. Wright, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

General Superintendent.—A. KIMBALL.

Asst. Gen'l Supt and Purchaser.—A. MANVEL.

Auditor and Assistant Secretary.—C. F. JILSON.

The Coal Trade.

The total tonnage of anthracite coal from all the regions for the week ending June 19, as reported by the several carrying companies, amounted to 400,301 tons, against 575,082 tons in the corresponding week last year, a decrease of 174,781 tons. The total amount of anthracite mined for the year is 9,596,371 tons, against 11,183,699 tons for the same period last year, a decrease of 1,587,328 tons. The quantity of bituminous coal sent to market for the week amounted to 104,127 tons, against 88,714 tons in corresponding week last year, an increase of 20,413 tons. The total amount of bituminous mined for the year is 2,120,535 tons against 1,548,173 tons for the corresponding period last year, an increase of 572,362 tons. The total tonnage all kinds of coal for the week is 504,428 tons, against 658,796 tons in corresponding week last year, a decrease of 154,368 tons, and the total tonnage for the coal year is 11,716,906 tons against 12,681,872 tons to same date last year, a decrease of 964,966 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the second week of June was 130,711 tons, of which 94,610 tons were coal and 36,201 tons coke. The total tonnage for the year thus far has been 3,124,367 tons of which 2,325,219 tons were coal and 799,148 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended June 19 were 42,044 tons, and for the year to that date 936,982 tons—265,489 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 21,399 tons, and for the year 626,613 tons, an increase of 216,238 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 16,901 tons, and for the year 201,135 tons, an increase of 17,202 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,744 tons, and for the year 109,234 tons, an increase of 32,049 tons as compared with 1879.—Phil. Ledger, June 28.

E. W. Cole has been elected Vice President of the Memphis and Charleston Railroad Company vice C. McGhee resigned, and will at

once assume control of the entire consolidated line from Memphis to Bristol.

Payments by Installment.

In a case growing out of the sale of a sewing machine on the installment plan, recently decided by the Supreme Court of New Jersey, Judge Depew, in delivering the opinion of the court, held that, while the courts in some States had maintained the doctrine that upon a sale of chattels possession inconsistent with the actual title is, *per se*, fraudulent and void as against creditors and bona fide purchasers, that doctrine is not in force in New Jersey; that where the contract is for payment of the contract price on delivery, an unconditional delivery, without exacting payment, would be regarded as a waiver of the condition, and in the absence of fraud the property would vest in the purchaser; but where the delivery was conditional, as in the case under consideration, where the parties had stipulated that the article should not become the property of the buyer until it was paid for, the seller retained the title until the money was paid; the property was not subject to execution at the suit of creditors of the buyer, and the title of the seller is preferred to that of purchasers from the buyer. The judgment of the court below was reversed.

The first ambulance steamer ever built for marine hospital service is nearing completion at Dialogue's shipyard, Gloucester, N. J. In three weeks it is expected she will be plying in New York harbor, between the Battery and the Marine Hospital. She will be named John M. Woodworth in honor of the late Surgeon General of the Marine Hospital service.

The Illinois Supreme Court has approved the judgment in the case of the people vs. the Illinois Central Railroad, holding that the State statute of May 2, 1873, to prevent extortion and unjust discrimination, is constitutional. Judge Dickey dissented.

The bond of Wm. H. Grennell, the newly appointed Receiver of the Rochester and State Line Railroad, for \$100,000, has been accepted by Justice Westbrook. The bond is signed by John W. Martin of Rochester and A. T. Soule, of Wayne county.

The State Treasurer of Alabama has deposited in the Importers and Traders' Bank of New York, and in the Bank of Mobile, funds with which to pay the State interest due 1st July. About one-third of the State debt is held by Alabamians.

A new side wheel steamer has been bought to run from Tom's River to Island Heights, 2½ miles, in connection with the Pennsylvania Railroad, and will run three times daily.

The Governor of New York has signed the act amending the act in relation to reports by railroad corporations to the State Engineer and Surveyor.

W. Scott Lasher has been appointed Division Engineer of the Eastern division of the New York State Canals, in place of E. Sweet, Jr., resigned.

The Fall River, (Mass.) Board of Aldermen on the 21st inst, concurred with the Common Council in the order for the purchase of a portable stone crusher and engine at a cost of \$2,500.

Lord Cairns, London, has accepted the chairmanship of the Provisional Committee of the Reading Railway bondholders.

OFFICE OF THE CENTRAL PACIFIC RAILROAD CO.,
No. 9 NASSAU-ST., New York, June 26, 1880.
THE COUPONS OF THE FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY and the CALIFORNIA AND OREGON RAILWAY COMPANY, due July 1, 1880, will be paid at the office of FISK & HATCH, No. 5 Nassau-st.
Holders presenting ten or more coupons will leave them for examination, in which case a receipt will be given and payment made on the following day.
C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
New York, June 26, 1880.
THE DIRECTORS OF THIS COMPANY HAVE this day declared a DIVIDEND of 4 PER CENT upon its capital stock, payable on the SECOND DAY of AUGUST next at this office. The Transfer Books will be closed at 3 o'clock p. m. on SATURDAY, the 3d day of July next, and will be reopened on the morning of FRIDAY, the 6th day of August next.
E. D. WORCESTER, Treasurer.

G. & N. C. Narrow-gauge R. R. CONTRACTORS FOR CONSTRUCTING AND equipping railroads are invited to make proposals for constructing and equipping a narrow gauge road from the Town of Georgetown, S. C. to the North Eastern Railroad at a point 41 or 42 miles from Georgetown. The roadbed has once been graded the entire way with the exception of about four miles.
Contractors desiring to engage in such a work are invited to confer with Col. J. D. Blanding, the President of the road, who resides at Sumter, on the Wilmington, Columbia and Augusta R. R., from whom all particulars may be learned. Early work is desired.
By order of the Board of Directors.
R. E. FRASER, Acting Secretary.

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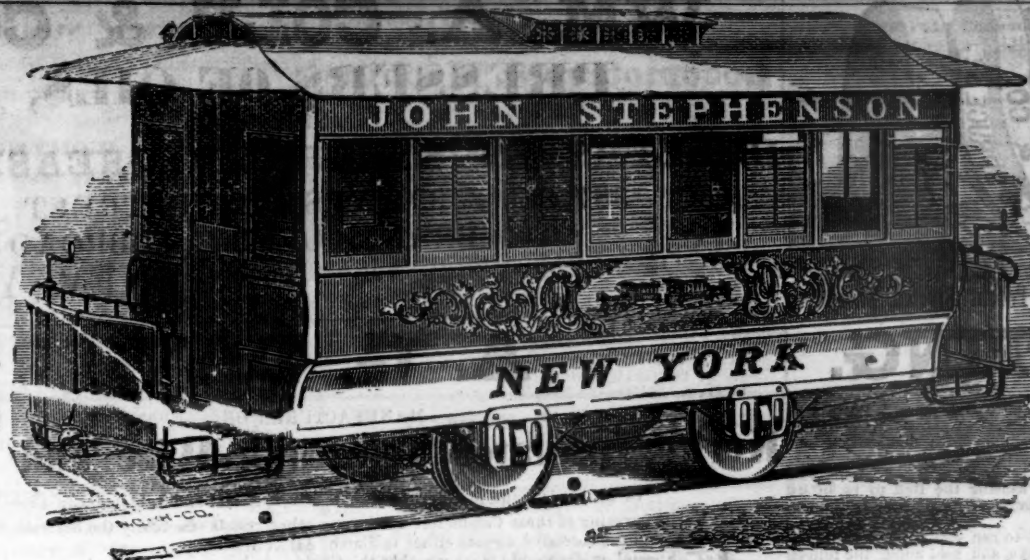
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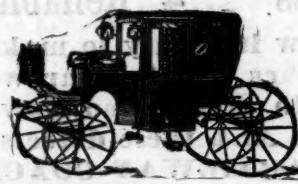
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